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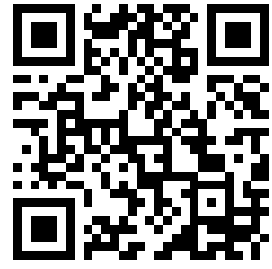

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THE UNION-CASTLE AND THE WAR

1914 - 1919

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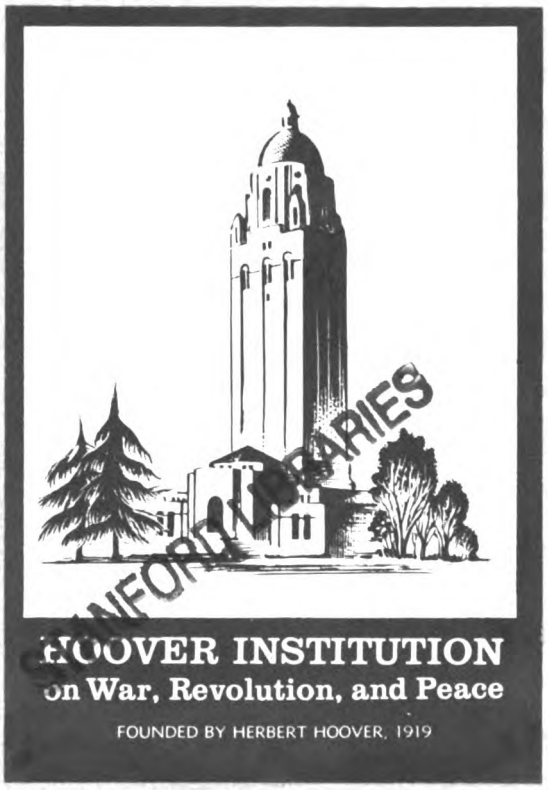

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In the following pages will be found a brief record by W. E. F. Knight of some of the more important activities of the Fleet and Staff of the Clyde Canal during the Great War.

I wish to express my thanks to the "Morning Post" for the permission kindly given to reproduce in this volume portions of articles written by W. Knight for that paper.

This little book I venture to think will be read with sympathetic interest by the men afloat as well as by the Staffs of the Companies Offices & Workshops all of whom co-operated with those who have passed away (whose names and deeds are here recorded) with a devotion beyond all praise in helping our Country to attain a glorious Peace. There are also many who now that the veil can be lifted will realise the value of the services which a great British Shipowning Company can render to our King & Country in the hour of need.

Owen Philipps

Chairman

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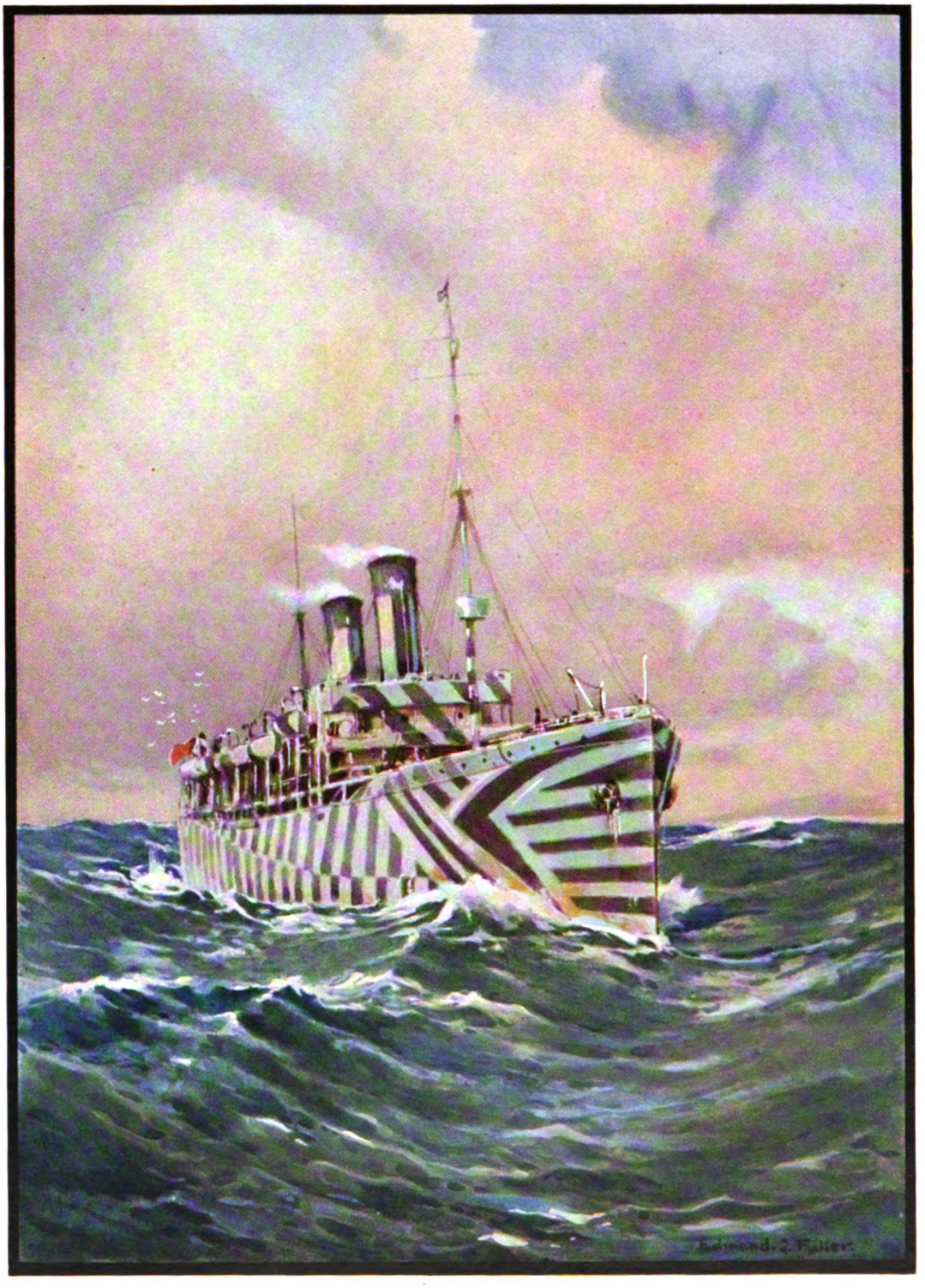

A Camouflaged Union-Castle Liner

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LONDON
The Union-Castle Mail Steamship Co. Ltd.
3 & 4 Fenchurch Street, E.C.
1920

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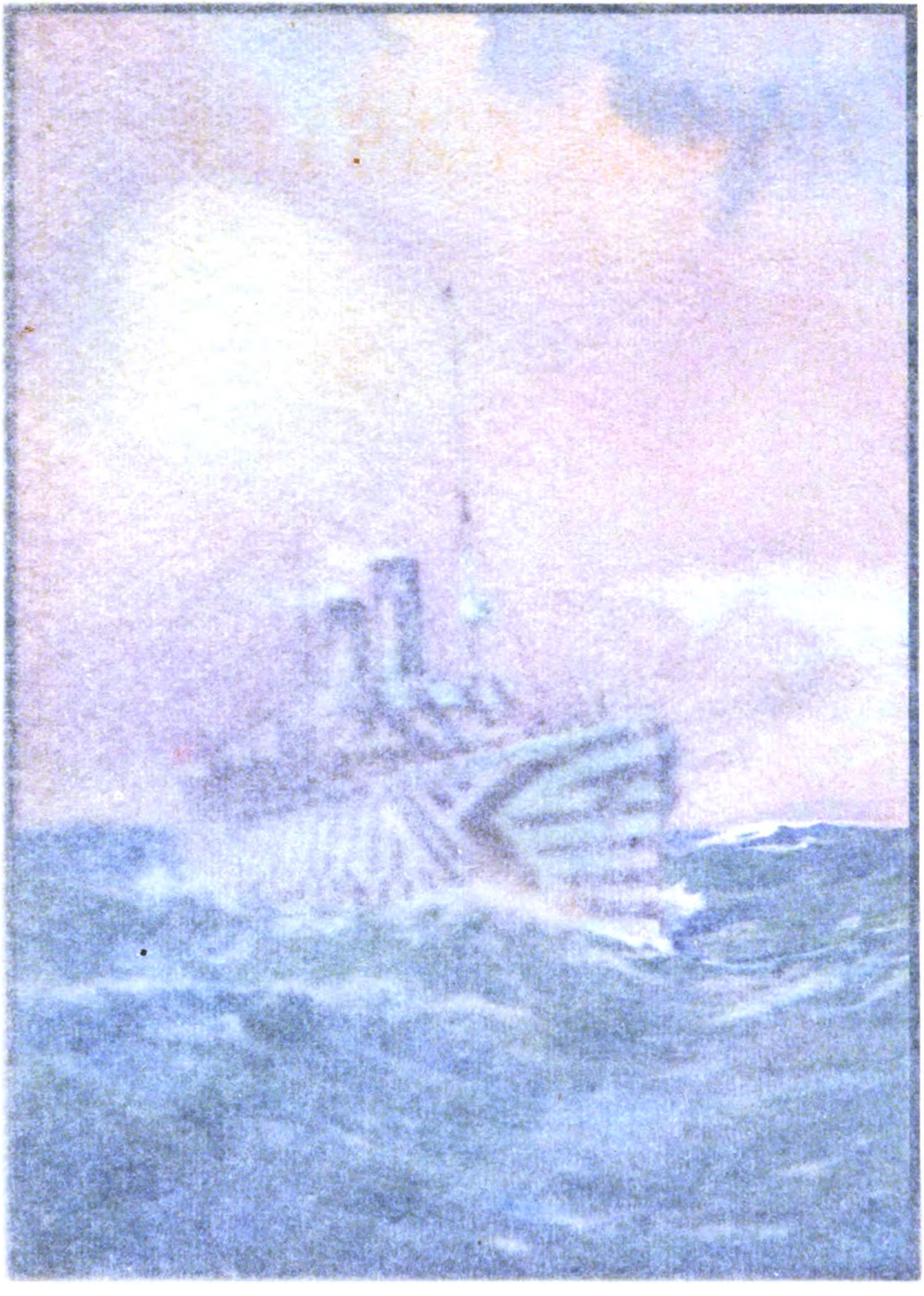

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THE UNION-CASTLE AND THE WAR 1914-1919

By

E. F. KNIGHT

Illustrated by

E. G. FULLER

LONDON

The Union-Castle Mail Steamship Co. Ltd.

3 & 4 Fenchurch Street, E.C.

1920

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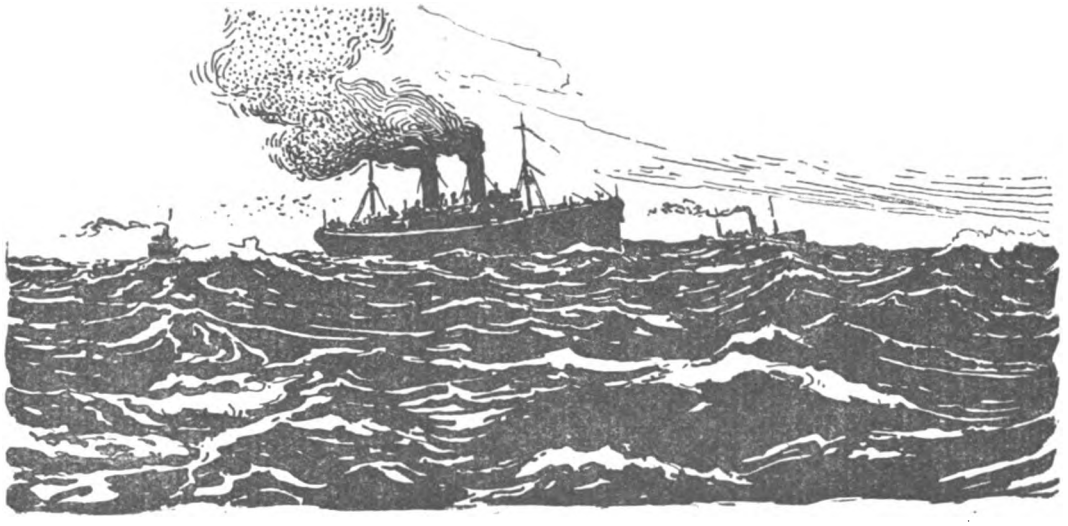

CHAPTER I: THE MERCANTILE MARINE AND THE WAR

THREE factors combined to save the free nations from defeat and servitude — the Armies, the Navies, and the Mercantile Marines of the Allies. Had either of these failed all would have been lost. After years of stubborn fighting the gallant Armies of the Allies won the war. But they could not have won it had it not been for the support of the great British Navy, which swept the oceans clear of enemy surface ships and ultimately overcame their submarines. And, lastly, had it not been for the merchant ships that carried out so well the gigantic task of transporting the Armies to the various fronts, supplying them, and provisioning the civilian populations of the wasted nations, the victory of the Navy would have been all in vain.

As it was, so gigantic was the task that it was almost beyond the capacity of the Mercantile Marine. In order that the troops should be supplied the civil populations had to make great sacrifices. In some Allied countries the people were literally starving; even in the favoured British Isles they had to be closely rationed. It was well for the Allies that at the beginning of the war Great Britain had so large a Mercantile Marine.

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We then owned one half of the merchant shipping of the world, that is about twenty million tons. We lost in the war by enemy action about nine million tons—nearly one-half of our pre-war tonnage. On the other hand, during the war we built, purchased, and captured roughly five million tons of shipping, so that our total tonnage in the early part of 1919 was about twenty-five per cent. short of what it was in July, 1914.

These figures show how appalling must have been the risks incurred by our merchant sailors during those four years. The Germans imagined that their submarine campaign, with its methods of frightfulness, would scare our sailors and possibly keep them to the land. In this they made a great mistake. Our seamen and those of our Allies were not intimidated, and continued to carry on their duties. These men were ever meeting disaster in many forms. They sailed over wreck-strewn seas, ever in danger of sudden death by mine or torpedo. Their ships often sank under them in a few minutes. They were left to drift hundreds of miles from the nearest land, for days at a time, in stormy, wintry weather, many to succumb to thirst and exposure before succour came to them. On occasions the submarine that had sunk a ship would rise to shell the survivors who were in the boats or struggling in the water. Numerous, too, were the fatal collisions between ships on dark nights owing to the difficulties imposed on navigation by war conditions. Many are the seamen who have had several experiences of mines and torpedoes; but they were ever ready and keen after each shipwreck to join at once a new ship and face more dangers. Conspicuous bravery and noble self-sacrifice were always displayed in the hour of disaster. The record of our merchant service in the war was indeed a splendid one.

When war broke out the bulk of the British mercantile fleet, from the great liners down to the smallest tramp, were requisitioned by the Government. The vessels of the great steamship companies were taken over for the transport of troops to the various theatres of war; as hospital ships; as armed cruisers; as carriers of munitions of war, foodstuffs, and other essential cargoes. We will take the Union-Castle Line as an example. Of the forty-three vessels that composed the fleet of that company (which used to dispatch two passenger ships

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a week to South and East Africa) at one time only three small cargo boats were left to the company to carry on its regular service, and even these three, being under Government control, were liable to be taken away for other duties at any moment. All the other vessels of the company were in Government employ, carrying on their war work on seas far distant from their habitual routes. They were to be found landing troops and stores at Archangel, disembarking troops under fire at Gallipoli, carrying the American troops across the Atlantic to England, bringing our wounded home from many fronts, in the harbours of Egypt and Mesopotamia, at Salonica, while four of the company's steamers abandoned their peaceful trading for stern fighting, being converted into armed cruisers.

When war broke out, Southampton, with which the Union-Castle Line is so closely connected, became one of the closed ports. Only vessels working under the Admiralty could enter it. All the ordinary trade was brought to a stop and the energies of that large section of the population which is connected with the shipping industry were devoted to working for the prosecution of the war. The official name of Southampton became No. 1 Military Port. Several factors combined to make it an ideal war port—its protected situation, both approaches to it, from Spithead in the east and the Needles in the west, being strongly defended; the number of deep-water berths in its docks; the compact arrangement of its docks and quays, which are not scattered along miles of water frontage, as they are in many of our principal ports; and the numerous extensive works which can deal with all branches of ship equipment and repair. Southampton, too, had the advantage of long experience in the transport of troops, and there already existed here a naval and military transport organisation that could easily be expanded.

Here the naval and military authorities, the steamship companies, and the dock authorities worked in harmony and carried through without friction an enormous amount of work. A few figures will give an idea of what was done during the war by the mercantile marine at Southampton alone, under the direction of the Admiralty Transport Staff and the Director of Ship Repairs. Between August 4th, 1914, and December 31st, 1918,

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48,300,000 tons of shipping came into the Southampton docks, the number of ships that entered amounting to 15,651. Colliers brought in 1,500,000 tons of coal; 3,400,000 tons of stores and ammunition were stevedored and stored; 166,000 motor transport vehicles and guns, 800,000 horses and mules, and 7,400,000 bags of mails were shipped; 436 ships were employed in the transport of munitions alone; 3,450 ships were fitted or repaired; 64 torpedoed vessels were temporarily or permanently repaired. That all this could be done was, of course, due to the fact that the Union-Castle and other shipping companies had placed not only their ships but their entire organisations in Southampton at the disposal of the naval and military authorities, including the machinery and personnel of their salvage, victualling, electrical, fitting and repairing, stevedoring, munition manufacturing, and other departments. For a great modern shipping company is a sort of super-jack of all trades.

The importance of Southampton during the war lay chiefly in the fact that it was practically the base for the Western front. From this port at the beginning of the war the liners conveyed the greater portion of the First Expeditionary Force—"the Old Contemptibles"—over to France. All through the war the fighting men were pouring through Southampton. The troops that had been brought across the seas to Plymouth and other ports, from India, the Colonies, and the United States, were dispatched hence in their millions to the Western Front. Those who were in Southampton at that time saw almost daily the endless streams of men, horses, guns, and supplies of all description passing through the streets to the dock gates. To this port, too, were brought our wounded soldiers in their hundreds of thousands. Of these the Union-Castle hospital ships alone disembarked in the docks 354,400 wounded officers and men who had been sent home from France, the Persian Gulf, the Mediterranean, and elsewhere. And I may mention here that while engaged in this service six of the company's hospital ships were torpedoed or mined, four of which were totally lost.

The above may serve to convey some idea of the vast work that was carried through by the merchant ships and seamen of England. The supreme test of a war for existence opened our eyes to many things; but one of

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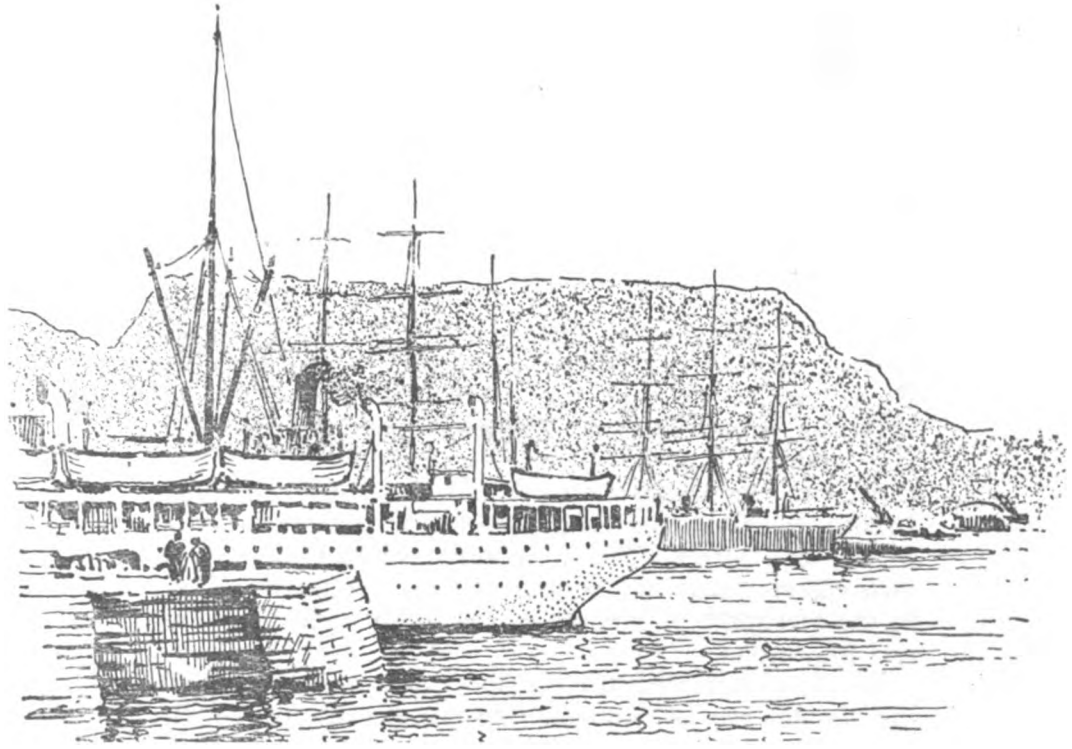
the greatest surprises to many was the discovery of the existence in this country of so tremendous a reserve of splendid seamen. In times of peace we had read of the large proportion of Germans, Scandinavians, and other foreigners in the crews of our ships. But the war proved that we had a sufficiency of the finest sailors in the world, all British born, to carry on a sea service of far vaster dimensions than the world had ever seen before. The mercantile marine, in addition to performing its legitimate duties, supplied numbers of officers and men for service in our greatly expanded Navy. Merchant sailors manned the merchant armed cruisers and fought them. The Tenth Cruiser Squadron, composed of armed merchant vessels and manned mainly by merchant crews, did splendid work as an integral part of the Grand Fleet. To quote Admiral Beatty's words: "The duties of the Tenth Cruiser Squadron were to maintain a rigorous blockade of Germany. This blockade was one of the most important factors in bringing about the defeat of the enemy, and its maintenance demanded seamanship of a high order, with vigilance and untiring devotion.



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CHAPTER II: SUMMARY OF THE WAR WORK OF THE UNION-CASTLE CO.

THE following summary of the operations of the Union-Castle Company at Southampton between August 4th, 1914, and November 27th, 1918, will demonstrate the magnitude of the service that a great shipping company can render to the country in time of war.

TRANSPORTS.—During the first year of the war (and on a few occasions since) various steamers of the Company, while based on Southampton, landed and embarked at that and other ports of the United Kingdom a total of 108,866 officers and troops. In addition to the above, the *Prince George*, a steamer managed by the Company for the Admiralty, carried from Southampton to the French ports an estimated number of 80,000 troops; while the *Huntscraft* and *Hunslet*, which the Company also managed on behalf of the Admiralty, regularly carried troops across Channel and also conveyed to the French coast not less than 166,500 tons of munitions; stores, and horses. The Company also had some of its own vessels, based on Southampton, constantly engaged in the transport of horses, mules, motor vehicles, guns, and munitions.

In connection with the transport of troops the following details are of interest. On the declaration of the

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war ten of the Company's steamers were rapidly prepared at Southampton and within a fortnight had made thirteen trips to France, carrying a considerable part of the First Expeditionary Force—"the Old Contemptibles." Two of the Company's ships, the *Dunvegan Castle* and *Norman*, which had been lying off Netley when war broke out, landed in France the first instalment of British troops on August 10th.

On September 19th, 1914, the six Union-Castle steamers depicted in the famous convoy picture "From the Ends of the Earth at the Empire's Need," arrived at Southampton with 5,072 officers and men, and 376 women and children, together with guns, vehicles, baggage, and equipment.

On October 9th, 1914, six of the Company's ships embarked a portion of the Territorial Expeditionary Force for Egypt and India, conveying a total of 6,680 officers and men, with guns, vehicles, etc.

When the situation in Flanders was very critical in the early stages of the war, Lord Kitchener, urgently in need of every man he could find to supplement the First Expeditionary Force and help to stem the German rush, arranged for the intercepting of various merchant vessels, at the time on the high seas, and their despatch to Mediterranean and other ports, so as to bring home as rapidly as possible such detachments of troops as might be there. The enormous value of wireless telegraphy to a sea power like Great Britain in time of war was now made manifest, and the enterprise of the owners of our magnificent liners was found to be equal to the occasion.

Thus, towards the end of August, 1914, a battalion of the Buffs and some other details, on their way down the Mediterranean, reached Gibraltar, where there happened to be no vessel available to carry them to England. Lord Kitchener consulted the Union-Castle Company and ascertained that one of their ships, the *Edinburgh Castle* (a 17-knot vessel, of 13,000 gross tonnage, which shortly afterwards was converted into an armed cruiser), was coming up from South Africa with mails and over 1,200 passengers. It was decided to intercept her by wireless and divert her to Gibraltar, where the troops were to stand ready with horses, baggage, and necessary provisions, to board her immediately after her arrival.

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The wireless was got to work from the Admiralty building in London to some of our warships, and, in the evening of August 28th, the *Edinburgh Castle*, then some hundreds of miles to the westward of the entrance to the Mediterranean, picked up a Marconi message from H.M.S. *Vindictive*, ordering her to proceed to Gibraltar. So she at once altered her course for Cape Spartel. She arrived off Cape Spartel early in the morning of August 30th, and was there met by H.M.S. *Canopus*, which supplied her with the necessary charts, and gave her a pilot to take her through the mine-fields off the dock entrance. Four hours later the *Edinburgh Castle* was lying alongside the Government dock at Gibraltar; the work of fitting up horse-boxes, etc., was at once commenced; the troops were embarked; and at seven o'clock the next morning she sailed for England, the troops occupying her decks. Men-of-war were ordered to escort her, and handed her on from one to the other. On September 1st she was stopped by H.M.S. *Minerva*, and was ordered to keep one mile astern of that ship, which would convoy her to England. That afternoon she had to stop again to take on board the crew of the Austrian steamer *Bathori*, which had been sunk by the *Minerva*, and by that time she must have had many more souls on board than any Union-Castle ship ever carried before.

She reached Southampton at midnight, September 3rd; the troops were immediately thrown across to France; and within a week of Lord Kitchener's decision to intercept the *Edinburgh Castle* by wireless, these men were face to face with the enemy in the fighting line, and suffered badly in the terrible but heroic struggle of that anxious time, when the few stubbornly held the pass against the many.

HOSPITAL SHIPS.—One of the most important duties of the Union-Castle Company in the war consisted in the fitting and manning of several of their vessels as hospital ships. As those who visited these ships in Southampton docks can testify, the adaptation of these passenger steamers to their new purpose was admirably carried out, and everything was done that could contribute to the comfort of our wounded.

In the conveyance of cot cases the operations of the Company's steamers in cross-Channel work far exceeded

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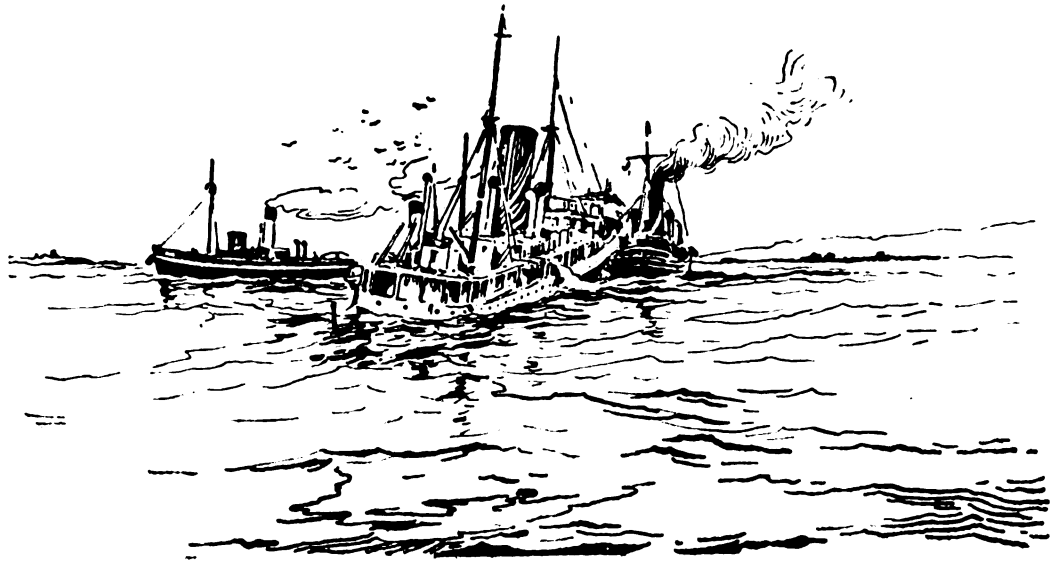
those of any other line in importance and numbers. On the average four or five of the Company's larger intermediate ships, supplemented by the *Western Australia*, a steamer which was managed by the Company for the Admiralty, were engaged as hospital ships from the commencement of the war up to the time, early in 1917, when the Germans began to carry out their scheme of unrestricted submarine operations; after which these ships continued to carry on their hospital work under the designation of ambulance transports, sailing under new conditions which will be described later. In addition to the cross-Channel work some of these ships also brought to Southampton our wounded from the Mediterranean, the Persian Gulf, India, and other regions. These steamers, based on Southampton, engaged in the overseas and cross-Channel services, brought in a total of 331,404 wounded British officers and men, and 8,279 enemy wounded.

While engaged in this important work, six of the company's hospital ships, as I have already stated, were torpedoed or mined. These were the *Dover Castle*, the *Galeta*, the *Glenart Castle* (twice), the *Llandovery Castle*, the *Braemar Castle*, and the *Gloucester Castle*.



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Of these the first four were totally lost, while the last two were successfully salved. In connection with these disasters, and services rendered to the Government, some of the captains and officers were awarded the O.B.E., D.S.O., Honourable Mention, etc. How well they earned their honours will be made manifest in some of the narratives which will be given further on.

The Union-Castle Company also fitted out one of their intermediate liners, the *Garth Castle*, a ship of 7,715 tons, as a naval hospital ship. Early in the war the naval hospital ship *Rohilla* was lost in a storm off the Yorkshire coast, losing two-thirds of her sick-berth ratings, the majority of whom were of the St. John's Ambulance Association. So the *Garth Castle* was converted and staffed to replace her. She was splendidly equipped with everything needed for a thoroughly up-to-date hospital. She was the hospital ship of the Grand Fleet from December, 1914 until the armistice, and remained with it throughout the war, save for a short period when she was sent to Malta, in view of the lack of sufficient ships for dealing with the sick and wounded from the Dardanelles. Her work was done at one or the other of the three bases of the Grand Fleet—Scapa Flow, the Firth of Forth, and Cromarty Firth. During the armistice the *Garth Castle* was employed in carrying British wounded repatriated prisoners of war home from Germany, Holland, and France.

ARMED MERCHANT CRUISERS.—Each of the great shipping companies, at the beginning of the war, fitted out some of their vessels as armed cruisers, which fought like men-of-war under the White Ensign, and were mainly manned by their merchant crews. Thus the Union-Castle liners, the *Armadale Castle*, which was in port on the declaration of the war, and the *Kinfauns Castle*, which arrived at Southampton from South Africa on the 4th August, 1914, were fitted out by the Company as armed merchant cruisers; and with such promptitude was the work of converting these peaceful passenger steamers into comparatively formidable men-of-war carried out, that the *Armadale Castle* was completed and sailed from Southampton in her new character as a fighting-ship on August 11th, and the

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Kinfauns Castle, which of course had to disembark passengers, mails, and baggage, and discharge her cargo, before the work of conversion could be commenced, sailed fully equipped on August 15th. Some details of the conversion of the *Armadale Castle*, and the narrative of a portion of her adventurous cruise in the first year of the war, will be given in a subsequent chapter.

SALVAGE.—It has been explained that the Union-Castle Company, at the opening of the war, had placed at the disposal of the naval authorities its entire organisation at Southampton, including the personnel and machinery of its salvage department. The Company, acting in conjunction with the Admiralty, did some notable salvage work in the war. The following will serve as examples.

After the Company's hospital ship, the *Galeka*, had been mined, she lay on the rocks near Havre for nearly three months, during which time the salvage work was carried on. But the vessel herself could not be saved, and, despite all efforts, eventually became a total wreck.

The *Glenart Castle* was mined or torpedoed on two occasions. On the second occasion she was lost, sinking in five minutes—a description of which disaster will be given later. On the first occasion she was successfully salved. She was struck, off the Owers, while carrying wounded from Havre to Southampton. No lives were lost. All on board were safely transferred to boats, and the ship, in a sinking condition, was taken in tow, was brought into the dry dock at Portsmouth just as she was about to go down, and was salved. In almost similar circumstances the hospital ship *Gloucester Castle*, after having been mined or torpedoed in the Channel, was towed in, beached and salved. As in the case of the *Glenart Castle* the wounded were quickly and safely removed, thanks to the prompt action of captains and crews and the assistance given by patrol boats and tugs.

A very difficult undertaking was the salving of the *Corrie Castle*. She was torpedoed off St. Catherine's Point, and was beached on the Horse Tail Bank. In spite of adverse winds and tides, rough seas, and other almost insuperable difficulties, she was eventually got off the exposed position in which she lay and was beached

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in shelter off Netley. From there she was removed to Portsmouth and repaired.

REPAIRS.—For the whole period of the war the work of repairs and upkeep of not only the Company's steamers, but of those entrusted to the management of the Company by the Government, was carried out by the Company. The Company's Work Department, moreover, was called upon for a period to carry out the repairs of four Italian hospital ships and other vessels.

STEVEDORING.—At the request of the Admiralty, the Company dealt with the whole of the stevedoring of war munitions in Southampton docks during the period March 5th to June 15th, 1917, when the following were shipped, in 610 steamers :—77,056 horses; 5,970 guns; lorries and other vehicles, 469,153 deadweight tons. It is interesting to note that the largest and record shipments, in a given period, of hay, stores, munitions, etc., were all made during the operations of the Union-Castle Company.

MUNITIONS.—In July, 1915, the Company organised a Branch Munition Committee, under the Management Board of the West of England Munitions Committee. The various engineering and motor-car works of the district under the Company's management, manufactured, in three and a half years, about 270,000 18-pounder H.E. shells, besides a great quantity of small munitions. In October, 1915, the Company itself undertook the manufacture of 18-pounder H.E. shells, and produced a great number of these.

VICTUALLING.—The Company's Victualling Department, in addition to supplying the Company's ships, carried out the victualling of other vessels—among others the French hospital ships *Formosa*, *Valdroia*, and *Salta*, and the four Italian hospital ships *Re d'Italia*, *Regina d'Italia*, *Brasile*, and *Italia*.

ELECTRICAL WORK.—Much of the electrical work connected with the fitting out of ships was entrusted to the Union-Castle Company by the Government. This work included the special illumination required for the hospital ships. This was of a most elaborate nature, involving the fitting of special green lights practically along the whole length of a ship on either side, and the fitting of large red crosses on each side of the

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ship. The design of these red crosses was the result of extensive experiments made by the Company. The Company not only fitted these lights to its own ships, but at the request of the Government supplied them in considerable numbers to other hospital ships, including the previously mentioned four Italian hospital ships and the Australian Government hospital ship *Karoola*. The electrical department was also almost continuously employed in fitting of convoy lights, hospital ward lights, navigation lighting, etc., in connection with the shipping using the port of Southampton during the war.

FREIGHT DEPARTMENT.—The Company acted as general agents for various ships using Southampton. While acting in this capacity it attended to the S.S. *Boorara*, after she had been torpedoed in March, 1918. This ship was brought into Southampton water in a sinking condition, and was beached off Netley. For about six months the Company employed a special staff to deal with her cargo of over 11,000 tons and the large number of pedigree horses and cattle which she was also carrying. The Company conveyed the animals by barge to the docks, reconditioned the cargo, reshipped part of it to Australia, and despatched the remainder to London for disposal.

* * * *

In addition to the variety of work indicated above the Union-Castle Company did a great deal more for the Government during the war. For example, the Company designed, made and kept efficient, specially constructed floating fenders, 20 feet in length, and coir moorings for the use of hospital ships at Havre, and, fitted the Admiralty tugs at Southampton with special bow fenders and side fenders. In short the Company's great organisation was working at high pressure throughout the war. The Government has frequently expressed to the Company's chief officials, ashore and afloat, its appreciation of the help thus afforded in all sorts of emergencies.

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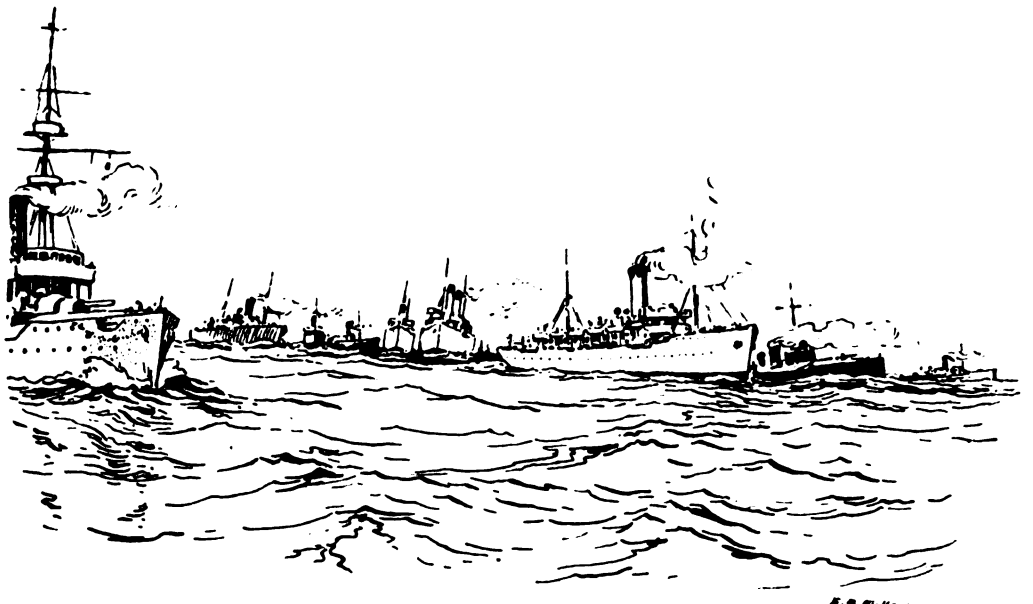

CHAPTER III: THE CONVOYING AND ARMING OF THE MERCHANT VESSELS.

THOSE who have travelled on the long sea routes know that there are no finer Englishmen than the officers of the great steamship lines, and more especially can this be said of the captains, the pick of the service, who went to sea in boyhood and have stuck to it ever since, to obtain at last the command of great liners as the reward of sheer merit. In this war they have had many adventures of which, when they are questioned, they will speak with a true sailor's modesty regarding their wonderful doings as being all part of the day's work. But very proud are they of their cloth, of the patriotic record in the war of the Company which they serve, and they will ever turn the conversation from their own experiences to unstinted praise of those who were under their command, from officers to stokers.

There is on these ships a strict routine, a discipline not inferior to that of the Navy, though differing in its methods. The Merchant Service, like the Navy, has

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its noble traditions, and a great *esprit de corps ;* its high *moral* was proved over and over again in the war. It is because of these qualities that the merchant sailors rapidly adapted themselves to war conditions so entirely new to them, and that comparatively so few lives were lost when mine or torpedo brought disaster to transport, hospital ship, or passenger vessel. These captains, who in peace time followed certain regular ocean routes and were familiar with every port they used, had now, at the bidding of the Admiralty, to take their ships to any part of the world, often to navigate narrow seas, to hug the shore like small coasters, to enter unfrequented harbours, and follow uncharted channels. They had also to keep station when convoyed, which the high training and discipline of a liner made comparatively easy.

It may be well now to explain the methods of convoying, as I shall have to allude to them in some of the stories that I am about to tell. I will take for example a convoy sailing from the United States to England, consisting of, say, thirty merchant vessels. Before leaving port the captain of the cruiser or other naval ship that was in command of the convoy, and the captains of the merchant vessels would hold a conference and the latter would receive their instructions. The usual plan was to appoint one of the merchant captains as Commodore of the convoy, and possibly another captain as Vice-Commodore. Thus if the cruiser had the misfortune to be lost on the way the Commodore would take command. Again, sometimes, before the land was approached, the convoy might have to be split into two or three divisions and separate, according to the various destinations of the vessels. In that case the Commodore and Vice-Commodore would take command of the detached divisions. Before the danger zone off the Irish coast was entered, British destroyers would meet the convoys and accompany them, zigzagging round them to protect them.

While a convoy was crossing the Atlantic the merchant vessels would be formed in three lines abreast, each line being four cables (800 yards) distant from the line next to it. In each line two cables separated vessel from vessel. If the weather became thick the convoy would close up until there was only one cable length

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between a vessel and the one next ahead of her. Each vessel would then tow behind her a line two hundred yards in length to the end of which was attached a barrel, or, better still, a float shaped like a hydroplane, which when dragged through the water threw up two wings of spray easily distinguishable at a short distance through the fog. It was the business of each vessel to steer by the float of the vessel next ahead, keeping her nose as close as possible to the float and taking care not to lose sight of it. Any sailor will realise the difficulty of keeping station after this fashion in a dense fog or in foul wintry weather with high seas running and snow blizzards obscuring everything. The difficulty was enhanced by the difference of type of the convoyed vessels; some being craft which could steam at an even rate; others uncertain craft that could not be relied upon to maintain the same speed for half an hour at a time; others tramps, undermanned, with officers and crews tired out for lack of sleep, which were wont to wander away from their stations. So, often, it was a perpetual slowing down or speeding up of the engines of a liner so as to adapt herself to the vagaries of some of the other vessels. The officer on the bridge, in addition to the fixing of his attention on keeping his correct position in the line, had also, following his instructions, to alter his course at specified times, for a convoy always proceeded in a succession of long zigzags, thus increasing the mileage of the voyage by sometimes as much as twenty per cent. And all the while none of the vessels was allowed to show a glimmer of light by night. It is indeed wonderful that collisions were not more frequent than they were. For the captain of a ship conveying thousands of troops or wounded helpless soldiers there must have been many an anxious hour. Such were the methods usually employed for convoying a number of ships across the ocean, but of course the methods of protection adopted for the short cross-Channel passages were different.

For some time after the opening of the war our merchant vessels crossed the seas unconvoyed and unarmed. So did our hospital ships, but these were conspicuously emblazoned with the distinguishing marks of their humane service and were brilliantly lit up by night so that there could be no mistaking them. When it was found that the Huns had no respect for the Geneva

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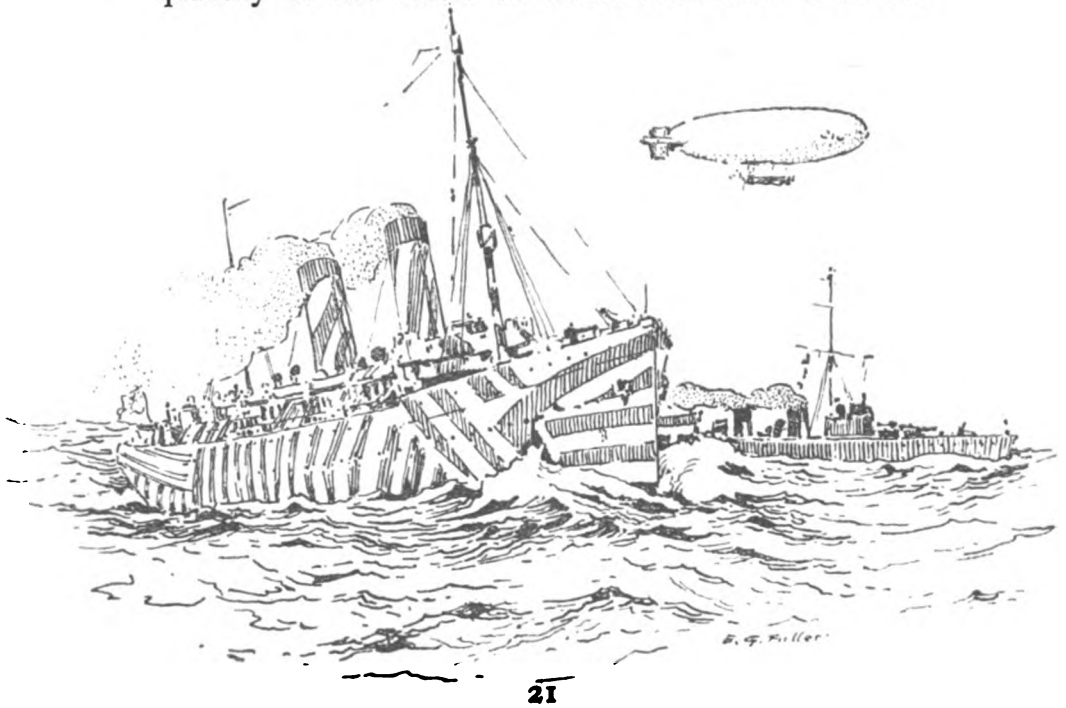
Cross at sea and sank all hospital ships at sight the marks were removed from such of these as traversed the danger zones; they were disguised, armed, sailed under convoy like the transports, and were termed hospital transports. Later on practically all our merchant vessels had to be convoyed and were armed with guns of various calibre, and with howitzers that proved of use in dealing with diving enemy submarines by dropping depth charges upon them.

The following narrative will show how things were done in the early part of the war before the convoying and arming of merchant ships had been introduced, and while the commerce-destroying German raiders were still upon the high seas. It will also show of what various nature was the work that had to be done by a merchant ship in war time. A veteran Union-Castle captain, in reply to my question as to what had been his particular duties during the war, summed up his work as follows: For a considerable time he was in command of one of the Company's cargo boats that was employed in bringing over ammunition from the United States to England. On one voyage he carried a record cargo of 3,600 tons of live ammunition and a great quantity of live fuses. It would have been a record



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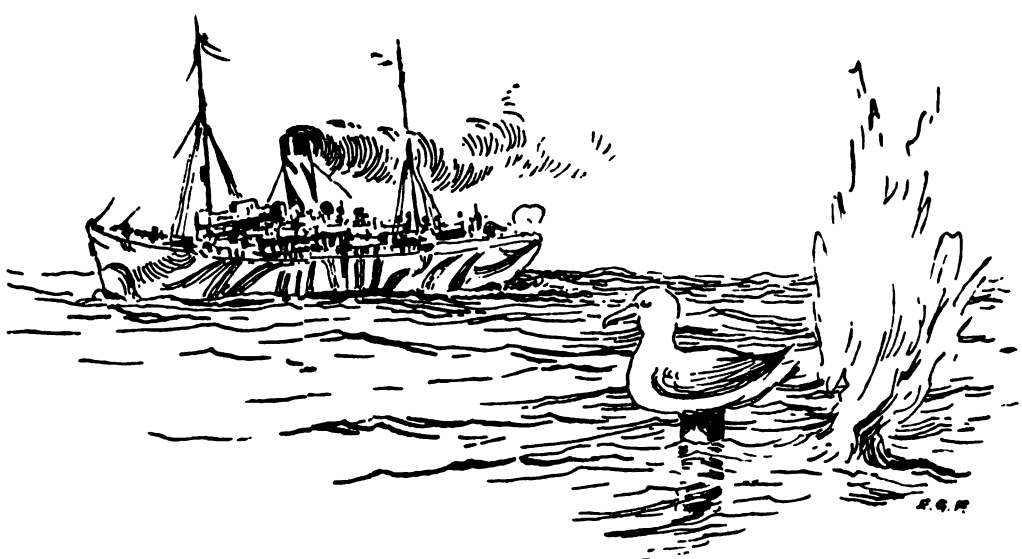
explosion, too, had the enemy come across him. He made several such voyages unconvoyed and unarmed, but later the vessel was supplied with a 4·7 in. gun; then he and his ship's company felt quite happy.

Next he was sent with his ship to the South Atlantic. Here for a period he sailed in the company of one of his Majesty's cruisers and was used as a bait in the hunting down of the German commerce destroyers. He used to steam along on the man-of-war's beam, maintaining a distance of about twelve miles from her. The two vessels were, of course, out of sight of each other, but from their mast heads they were able to signal to each other in a code arranged between them and to give each other warning of the approach of enemy craft. The idea was that the innocent-looking cargo boat, if sighted and pursued by an enemy, should steam away as fast as she was able in the direction of the British cruiser, the while throwing out a smoke screen as if for her own protection, which would effectively conceal from the German raider the danger into which he was running. Then the cruiser was to come up and finish the business. To the disappointment of both these British ships, search as they would for the enemy, they never found him.

Next, our cargo boat was sent to the Mediterranean, carrying coal and Government stores to Port Said and



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doing other similar work. Sometimes she was escorted, but as a rule she used to sail along the African coast, travelling by night only, making about 200 miles each night, and lying within some harbour or other by day. For this was in the latter half of 1917; the enemy submarines were then very lively in the Mediterranean, and this vessel had some narrow escapes. Our ships that navigated that inland sea at that time have many tales to tell of cunning tricks practised by the enemy under-sea craft. For example, a U-boat would camouflage herself by attaching a stuffed seagull to her periscope, thus eluding observation when the boat was floating with the periscope just above the surface. The trick soon became known to our men, who fired at sight at any seagull seen sitting on the water and thus many quite innocent birds lost their lives. A submarine would also disguise herself as a British destroyer, and so approach within a few thousand yards of a vessel without arousing suspicion. She would cruise about displaying dummy funnels like those of a destroyer. If detected and fired at the funnels would suddenly collapse and disappear, and down would dive the U-boat. In misty weather this disguise enabled her to come pretty near to her intended victim.

In many of the islands of the Eastern Mediterranean the inhabitants were in close touch with the enemy, and when our vessels steamed out of an island port at night fires were seen on the hills to tell the lurking submarines of their departure. But later on the free cruising of our cargo boat came to an end. Thenceforth she always travelled with a convoy. She carried cargoes of grain and special wood for aeroplane construction from New Orleans to England; for a long period, having been fitted as a hospital ambulance ship, she carried our wounded across Channel from Havre to Southampton, and had experiences which in ordinary times would have been regarded as remarkable.

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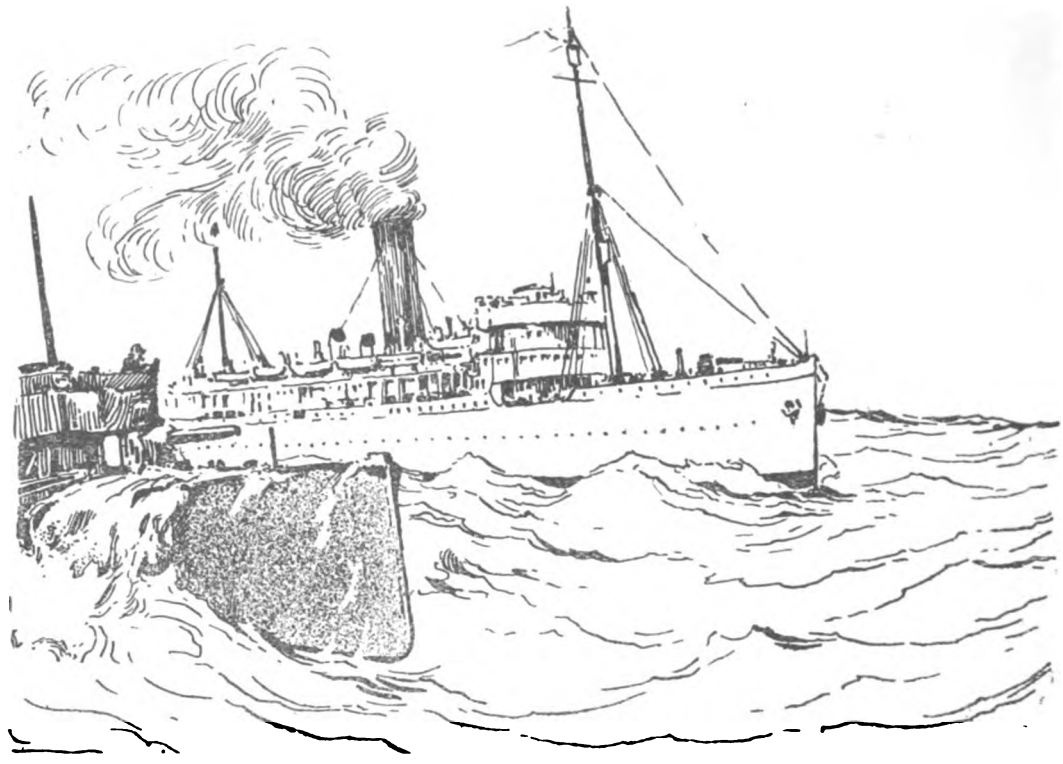

CHAPTER IV: THE OFFICERS AND MEN OF A GREAT SERVICE

IN the early days of the war our merchant captains, by dint of fine seamanship and good judgment, followed unfrequented channels, successfully dodged the German raiders and brought their unprotected vessels and their valuable cargoes safely home. A voyage to England from the west coast of South America, for example, was likely to provide plenty of adventure. The German raiders were ever on the watch, including the enemy light cruiser *Emden*, which after the Battle of the Falklands, her consorts destroyed, became a sort of Ishmael of the seas, avoiding her doom as long as

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possible by cutting herself off from civilisation, moving from hiding-place to hiding-place, in unexplored creeks of Patagonia and Terra del Fuego, but pouncing out occasionally to sink some unarmed British merchantman; until at last British ships caught and sank her.

Merchant captains have told me how, when homeward bound in the days when Von Spee's squadron was still intact and ever on the alert, they used to follow the coast in territorial waters, winding among the islands, and the uncharted rock-strewn channels of the inhospitable regions at the southern extremity of the American continent—a difficult and dangerous navigation. But the only alternative—the open sea—meant almost certain destruction at the hands of the enemy raiders, who were kept very well informed as to the movements of our ships; for many of the South American harbour-masters were Germans, and used to keep in touch with the raiders by wireless.

There were occasions when a German raider and an English merchant vessel met in a neutral port of Chili or the Argentine. Then there would be some fun. The British captain would promptly wireless his information in the hope that some of our cruisers, receiving the message, would be able to hem the enemy in and put a stop to his career. The sending of this wireless message naturally infuriated the Hun, but he could take no action in a neutral harbour. Then the German sailors, passing in their boats, would shout insulting remarks to the British crew. The cheery British seamen would reply with chaff that had a smart sting in it. When British and Germans thus encountered each other in neutral ports it usually ended in the Hun sailors losing their tempers and our men laughing at them. Moreover, the sending of the wireless message from the British ship would probably result in the hurrying out to sea of the raider, lest she should be caught in a trap by the summoned British cruisers.

These things happened in the early part of the war, when the chief danger to our merchant ships came from the raiders. But later, when we realised the character of the enemy's ruthless submarine campaign, every erstwhile peaceful merchantman was armed, and every merchant officer and sailorman became a combatant in

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every sense of the word. He ran the risks of the professional fighting man, but had not his privileges. For the Germans, in their scrupulous regard for such points in international law as suited their purpose and interpreting these in their own fashion, maintained that a merchantman that dared to defend herself against the murderous attack of a U-boat was a pirate and that her captain should be treated as was the *franc-tireur* on land. Sailors are not likely to forget the case of Captain Fryatt. Whenever a British merchantman did destroy a Hun submarine by gunfire or ramming—and the instances were not few—that merchantman, if known, was placed on the German "black list." The captain, if captured, was to be shot.

In these days if one goes on board almost any liner one will find officers and men who have passed through great dangers in the war, which, by the way, seem not to have affected their nerves in the least. For example, I sailed down the Thames one April day on a Union-Castle liner that was bound for the Cape. Four of her officers had been on four different ships when these had been torpedoed and sunk. Many of her crew, too, had been torpedoed and mined on more than one occasion. One had only to look into the faces of the quartermasters and others to recognise that they were men of the right sort whom one would like to have beside one when in a tight corner.

I knew that one of the young officers whom I met on the liner had passed through a terrible experience after the torpedoing of the *Alnwick Castle*. The disaster had happened over three hundred miles from the land. It was before the system of convoying had been introduced and there were no vessels near to pick up survivors. Crew and passengers took to the boats and for many days endured great privations, many died of thirst and exposure, and some of the boats were never heard of again. The officer of whom I am speaking sailed the boat, of which he was in command, safely through a dangerous sea until a vessel came to the rescue. But what he had endured appeared to be to him simply all part of the day's work, and the incident that seems to have left the most lasting impression on him was the following: After he got home he received a case of pipes, a present from his boat's crew, as a token of their

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appreciation. He was prouder of this than of any high honour that could be conferred on him, and well he might be.

On one of these ocean-going steamers officers, deck-hands, stokers, and stewards have faced death together and respect each other. The *esprit de corps* of the Mercantile Marine has been strengthened by war and sacrifice. Let it not be forgotten that the stewards of the great companies have a fine record, too, to show in the war. The number of these who were required in peace time to deal with the great passenger traffic, of course were not needed under war conditions. So many left the sea for a while to serve in the Army and in the Flying Corps. Some of the stewards of the Union-Castle line became sergeants, others won their commissions as sub-lieutenants. The bulk of these after demobilisation returned to the Company and are at their old work again, most of them having received promotion, third-class stewards becoming second-class stewards and so on. One of these sub-lieutenants, who had distinguished himself at the front, said to one of the managers on his return: "I look upon my four and a half years' service in the Army as merely an episode in my life. I know my job as steward and I want to go back to it and to the old Company."

I have travelled much on liners, but on this one I saw what was new to me, a number of bright-looking lads in smart uniform, the cadets who formed part of the ship's complement. Up to within a few years ago the Union-Castle and other lines made it a rule that their officers should have passed their apprenticeship in sailing vessels. But this became difficult; for there are now left but few sailing vessels of the right class. Alas, the stately Blackwall liners and the tea-clippers are things of the past! Consequently a great steamship company, like the Navy, catches its officers young and trains them itself. The cadets join the service at between fourteen and fifteen years of age, many of them being Public School boys. The boys are of the right breed and behaved splendidly in the war.

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CHAPTER V: THE STORY OF THE "LEASOWE CASTLE"

IN the following chapters I propose to show how our Mercantile Marine behaved in the face of enemy attack, to write of the gallantry of the ships' companies when Hun torpedoes brought disaster, of the heroism that saved the lives of so many troops, passengers, and wounded confided to their charge.

The story of the loss of the *Leasowe Castle* shows what our merchant vessels are like at their best. We have here a fine example of the perfect training, the discipline and bravery of the crew, and the devotion to duty of the gallant captain who lost his own life while acting in accordance with that high tradition of the British sea services, which makes the commander remain at his post and direct with cool skill the saving of life until all those who are under his care have been removed from the sinking vessel. The report that was sent in by the *Leasowe Castle's* chief officer, and interviews which I have had with other ship's officers who survived the disaster, have supplied the material for the following account. The *Leasowe Castle* was a 10,000 ton ship,

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which, having been built in England for a Greek firm, was requisitioned by the Admiralty and handed over to the Union-Castle Company. She was commanded by Captain Holl, a fine sailor and a very popular captain of the Union-Castle line, and was manned by the company's seamen. She was fitted as a trooper, had eight troop decks, and carried 42 boats. She formed part of a convoy of seven ships, belonging to various companies, which made several voyages in the early part of 1918, carrying troops from Alexandria to Marseilles, and were escorted across the Mediterranean by British and Japanese destroyers. The ships of this convoy, carrying as they did an entire infantry division between them, of course attracted the attention of the German submarines, which did their utmost to sink them. The ships were in the danger zone from the moment they left Alexandria. They were often attacked by three submarines simultaneously. On the voyage preceding the one in which the *Leasowe Castle* met her fate one of the convoy, the *Omrah*, of the Orient line, had been sunk by the U-boats. On the other hand, the convoyed ships used often to open fire on the enemy with the six-inch guns and the 7·5 howitzers with which they were provided, and one submarine at least is known to have been destroyed. The howitzers, by the way, were used not only to drop depth charges on diving submarines, but to deflect from their course torpedoes that were seen approaching.

It was largely due to the precautions which Captain Holl used to take before sailing that so few lives were lost in the disaster. His officers have told me that he was untiring in his work of organisation. Daily while lying at anchor he used to lower a number of his boats and train men in rowing, sailing, the use of sea anchors, and, of course, in the clearing away and launching of boats. He also before leaving port used to train a portion of the troops under his charge in the handling of boats, and he saw to it that complete arrangements were made for the falling in of the men at the emergency stations, and non-commissioned officers were told off to stand at certain points if the alarm was given and direct the men to their appointed stations. Surviving officers of the *Leasowe Castle* speak in highest terms of the thoroughness of Captain Holl's preparations. The ship was

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struck by a torpedo in the middle of the night after most of the men had turned in. In addition to the ship's large company there were 2,900 troops on board. She suddenly sank, an hour and a half after she was struck, and yet so well was the whole routine carried out that the losses amounted to only thirteen officers and seventy-nine men. In the opinion of the first officer, had the vessel kept afloat for but another five minutes it is probable that every soul on board would have been saved. The coolness of the soldiers themselves was an important factor. These were no raw recruits, but dismounted yeomanry of Warwickshire and other Midland regiments, men who for some time had been fighting the Turks and were now going, via Marseilles, to the Western front to do some more hard fighting there.

The *Leasowe Castle* had been torpedoed earlier in the war, but had been taken safely into Gibraltar and repaired. But on this occasion she came to her end. On May 27th, 1918, she was steaming with the convoy, bound for Marseilles, when at 1.30 a.m., it being a beautiful calm night with a nearly full moon shining brilliantly, a torpedo, evidently fired at short range, struck her on her starboard side in the after stokehold, killing some of the firemen. The explosion completely smashed one of the boats and put another of them out of commission. The emergency signal was given and the engines were put full steam astern until the speed was off the ship. Captain Holl gave orders that all the remaining 40 boats should be cleared away for ready lowering. In a very short time all the 2,900 troops and the ship's company were at their emergency stations. The chief officer in the report which he sent later to the Company, stated that " the discipline of both troops and crew was superb, and the whole routine of men falling in on their stations worked to perfection." The captain now sent the chief officer to ascertain and report on the extent and position of the damage. By this time all the lights were out, so the chief officer had to examine the troop decks by the aid of a candle, and found them clear of all troops. The decks were buckled and burst, and the water was pouring in through the strained sides. In the engine-room he found the chief, second, and third engineers still standing by, on the upper platform,

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the water by then being well above the middle platform ; so orders were given to them to go to their boats.

The serious condition of things was reported to the captain, who at once ordered all boats to be lowered. This was accomplished quickly without mishap, and valuable assistance was given by such of the troops as had been specially told off and trained before leaving port. Boats were lowered with just sufficient hands in them to steady them off the ship's side and unhook the falls. The boats while in the water took in their full complement of troops—most of them more than their complement, as the sea was smooth. The ship's boats were, as is usual, arranged in tiers, and one pair of davits had to serve three boats in succession. But this caused little delay, for by the time the first of a set of three boats had been loaded with troops the falls had been rounded up and the second boat was ready to be swung out and lowered, and then the same routine was carried out with the third boat. Three-quarters of an hour after the order to lower boats had been given the forty boats were in the water, and over two thousand men had been taken off the ship, each boat, after it had discharged its men into the escorting destroyers, returning for a second load.

In addition to the boats forty rafts had been put over the side, and the troops were told off in sections to follow these and remain on them until the boats came to their assistance. The ship was now fast settling down by the stern, and soon the after well deck was awash. Word was passed to a destroyer to come alongside if possible. All falls and other ropes were hauled inboard, so as not to foul the destroyer's propeller. The remaining troops, to the number of about 400, were now on the forecastle head, fore deck, and lower promenade deck, ready to jump on the destroyer when she should come alongside. At about 1.45 a.m. the destroyer put her stem under the bluff of the vessel's starboard bow, and was made fast there with the lines that were thrown to her. As the two ships made an angle of about thirty degrees to each other it was from the forecastle head only that the troops could jump on to the destroyer's deck, so the disembarkation was slower than was expected. The decks were now awash, and the end came while a great number of the men were still on the doomed ship. Suddenly a

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bulkhead gave way with a loud crash ; the vessel stood on end and went down by the stern with a rush. The chief officer, who was carrying out the captain's orders at the time, was sucked under, but came to the surface just as the water reached the after funnel. In his graphic report he describes what then met his eye—the ship standing up still more on end, her stem high above the water—the whole bridge structure crumbling in—a line of men leaping over the bows into the sea, their bodies silhouetted against the sky. Then she sank with a great noise. For a few moments there was silence, and then were to be heard cries for help.

The destroyer, on to which a large number of men had leapt, had carried out her work magnificently, and managed to cut away from the wreck and stand off clear at the last possible moment. The rafts were now paddled to the rescue of men who were in the water, and boats came up to pick the survivors off the rafts and the wreckage. All the lifebuoy lights and deck flares had ignited when the ship sank, and floating on the water made the rescue work easier. The destroyer now steamed away with the men she had taken on board, and another destroyer stood by steaming in a circle round the boats and putting up a smoke screen. The boats were ordered to keep together and not to pull away from the scene of the disaster. The chief officer and the second officer pulled round the boats in different directions to see that the instructions were carried out. At 11 a.m. three of his Majesty's ships arrived and took on board thirty-seven boatloads of survivors and then proceeded to a Mediterranean port.

Nothing was seen of Captain Holl after the disaster. He had been last heard giving the order, " Every man for himself," from the sinking ship. The chief officer, in his report, wrote of the captain that, " in his consideration for the safety of all those under his care, he never for one instant thought of his own safety, and went down with his ship." During the hour and a half that the ship floated, whenever the chief officer reported to him, Captain Holl said : " Do your utmost ; they must be saved." " Several times he came down on to the boat deck, encouraging and exhorting the men to further efforts, always cheerful, always hopeful."

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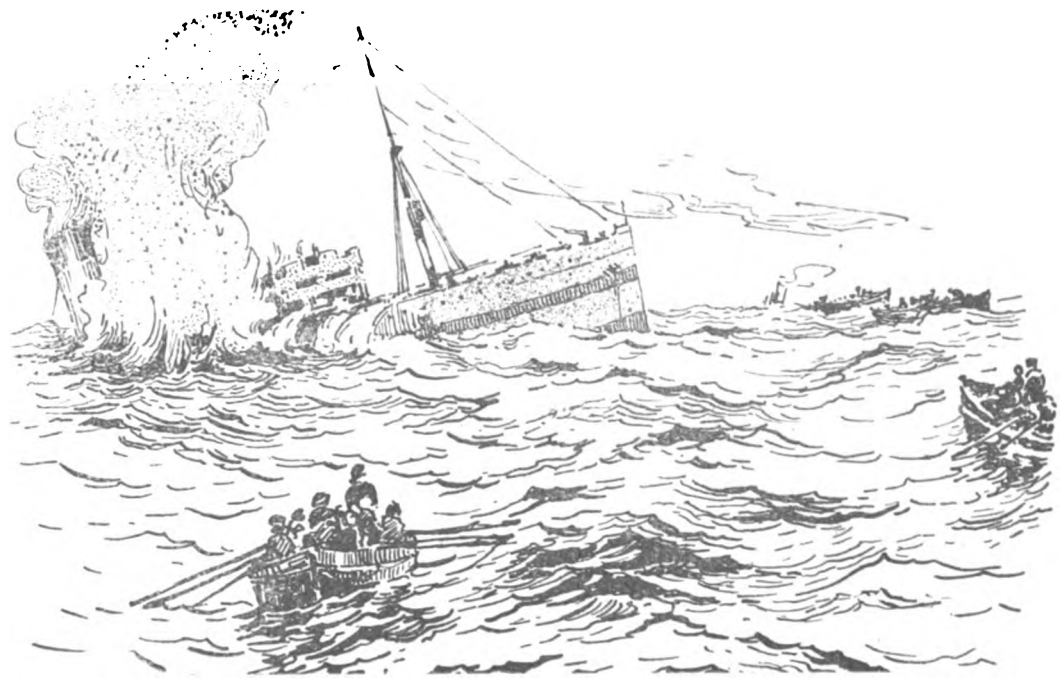

CHAPTER VI: THE LOSS OF THE "GALWAY CASTLE"

WHEN sudden death faces the human beings on a big ship the saving of life is rendered far easier if these are trained sailors and disciplined soldiers, as they were in the *Leasowe Castle*, than when the bulk of the people on board are passengers, especially if there are aliens of a certain type among them. Those who saw the behaviour of our East End foreign Jews in some of the Tube refuges during an air raid will understand how murderous a thing can cowardly panic prove itself upon a sinking vessel. Thus, when Captain Dyer took his ship, the *Galway Castle*, bound for the Cape, out of Plymouth on the morning of September 10th, 1918, going straight into that notorious danger zone at the entrance to the Channel, where the enemy submarines used to lay ever in wait, his responsibility was a heavy one. For, in addition to his reliable crew of 204 and some naval ratings, he carried 346 civilian passengers (mostly third class), and

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not far short of 400 invalided South African troops, some of them blind, or otherwise partly helpless on account of their wounds—that is, a total of about 1,000 souls.

The *Galway Castle* sailed from Plymouth in a convoy of sixteen steamers, escorted by two cruisers and some destroyers. From the start the convoy was faced by heavy weather and high seas, so that its progress was slow. Captain Dyer had issued the usual notices and impressed upon the passengers the importance of remaining dressed and with their lifebelts on, even while in bed, until the danger zone had been traversed. He ordered frequent station practices; but, in consequence of the rough weather, a large proportion of the passengers were seasick and unable to attend these. He went down at night to the passengers' quarters to see that his instructions were obeyed. He found that many of the passengers, despite his warnings, were in bed undressed, and with no lifebelts or life jackets on. It is often this way with passengers. They pay little heed to orders, deeming them uselessly vexatious. For those who know not the sea, when they come on board these big ships for the first time and see the many tiers of decks, the spacious luxurious saloons, the long cabin-lined alleys like streets of the floating city, have not the imagination to conceive the possibility of so huge and solid a structure breaking up and going to the bottom in a few minutes. They have heard of such mishaps, but the magnitude of their new abode dispels all idea of danger.

But Captain Dyer knew what might happen in the danger zone, so he went round the ship, and in his anxiety for their safety he did not stand on ceremony with refractory passengers. When one woman protested, said the captain, "I am coming back in five minutes. If you are not dressed by then I will pull you out of your bed." She was indignant, but obeyed. Three months later, when Captain Dyer was sailing to the Cape in command of another ship, a passenger came up to him. "You do not remember me," she said. "It was me that you threatened to pull out of bed in the *Galway Castle*. I thought you a very rude man then, presuming on your position as captain. I know better now. You saved my life, and other lives, by what you did. I now think you are the loveliest man in the world."

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Thirty-six hours after leaving Plymouth, that is, at 9.30 p.m., September 11th, the order was given for the convoy to disperse, the ships bound for the Mediterranean going in a southerly direction, while the *Galway Castle* followed a course more to the westward, as ordered by the ship that was to escort her, the armed liner *Ebro*. She was instructed to proceed at utmost speed, a welcome order, for, in consequence of the heavy weather, the convoy, kept back by some of the slower vessels composing it, had for a time been making only six or seven knots. The *Galway Castle*, having got rid of the convoy, now raised her speed to eleven knots.

All went well that night, but at 7.40 on the following morning (September 12th) the ship being then about 200 miles west-south-west of the Land's End, without any warning, the shock of a violent explosion, that shook the great vessel from end to end, knocking men off their feet and injuring the captain on the bridge and others, told all on board that she had been struck by a torpedo. The explosion extinguished all lights below, put the wireless out of action, and stopped the engines. In less than a minute the vessel had lost her way and was rolling helplessly in the heavy sea. The captain rang to the engine-room, but got no reply. The chief engineer, who was taking his morning coffee, on feeling the shock, hurried out of his cabin to the engine-room, pushing his way through a crowd of passengers. The shrieking of the women and children was terrible to hear. He found the engines stopped. The steam was rushing out of the engine-room. The second engineer and the men in the stokehold had been killed. The water was pouring into the engine-room and very soon was up to the cylinders. He attempted to shut off the steam with the emergency gear, but found it unworkable. Then he went to the captain on the bridge and reported. In the meanwhile Captain Dyer had given the order that all should go to boat stations. This was promptly carried out. Then, while his officers were looking to the boats, he went to investigate the damage, and found that it was very serious. It looked as if the ship might sink at any moment. So he gave the order that all boats should at once be manned and launched when they had their complements on board. Some boats were first lowered to the rail to facilitate the taking off of the women and

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children. The ship had been hit low down on the port side, forward of the boiler-room. The torpedo had exploded inside of her ; her back had been broken ; she sagged amidships, the stem and stern rising up, while she sank in the middle. As she thus doubled up all the decks amidships buckled and burst up. In addition to the hissing of the escaping steam there was all the time a great tearing noise, caused by the rending decks. She seemed to be breaking asunder, but the water-tight bulkheads still kept her afloat.

The evacuation of the ship was attended with great difficulty. The breaking-up of the decks amidships rendered communication between the forward and after parts of the ship dangerous, and made it impossible for all to reach their proper boats. Davits and falls had been injured by the explosion. The launching of the boats in so heavy a sea was perilous work, but eighteen out of the twenty-one boats were got out ; the other three were smashed up. Boats while lowering were dashed violently against the ship's sides and were badly strained. One boat broke in half on reaching the water, and precipitated the women and children in her into the sea. The quantities of floating wreckage struck and damaged boats that had got clear, and killed and injured many people who were in the water. About forty rafts had also been put over the side.

The experiences of the chief engineer will convey some idea of the tragic happenings of that stormy morning. He had been lending a hand in getting the boats out, and was pitched into the sea by the sudden giving way of a davit fall. He crawled into a boat that was nearly full of water, and took into it some ladies and men from a boat in a sinking condition. His boat held together for nearly an hour, but it had been knocked about by wreckage, the air-tight tanks had burst, and at last she filled up with water. The survivors clung on, but one by one were washed off or dropped off from exhaustion. The water was very cold. They had nearly all been injured by the wreckage that was driven against them by the tremendous sea. At last he was the only one left. His clothes had all been washed off. Dead bodies were constantly passing him, and the naked body of a dead baby for a long while was drifting up and down against him. He felt himself losing consciousness, but

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he was observed and picked up by a destroyer at 6 p.m., having been in the water for over eight hours. The officers and men of the *Galway Castle* behaved splendidly.

An hour after the explosion all had been got out of the ship with the exception of the captain, some of his officers, and about 40 members of the crew and volunteers who had been working at the boats. Out of the 1,000 souls in the ship all were ultimately saved but 150—surely a small loss of life in the conditions that prevailed.

The *Ebro* had wirelessed for assistance, destroyers had come up, and for many hours the picking up of survivors out of the rough sea continued. There were no boats or rafts left on the ship, so at 10 a.m. the destroyer *Spitfire* came alongside. Her commander told Captain Dyer that he and those with him must leave the ship, as she would go down within a few minutes. The *Spitfire*, cleverly handled, came up to the *Galway Castle* stern first, and safely took on board all those remaining on her. The *Galway Castle* still held together. Tugs came later from Plymouth to attempt to tow the wreck in, and they might have succeeded in salving her had a port been nearer, for it was not until three days after the disaster that she sank. But she might have broken in two at any moment, and with so many women, children, and military invalids on board it had been the right thing to evacuate the ship as soon as possible.

Captain Dyer himself helped in the lowering of the boats, and his personality did much to re-assure the passengers and prevent panic. One young wounded soldier, who was blind, was reluctant to get into a boat. "Look after the others," he said; "I am blind and no good now." The captain threatened to throw him over the side if he did not go down at once to the boat. On a subsequent voyage Captain Dyer saw the lad standing, quite cheery now, by the side of a woman who proved to be his mother. The captain clapped him on his shoulder, and greeted him. "Why, it is Captain Dyer!" exclaimed the lad, joyfully recognising the voice. The mother's expressions of gratitude remain a pleasant memory to the old sailor—old in sea wisdom but not in years; he is still in command of a Union-Castle liner, the one, by the way, whose crew a short time ago refused to carry Hertzog and his delegates from the Cape to England.

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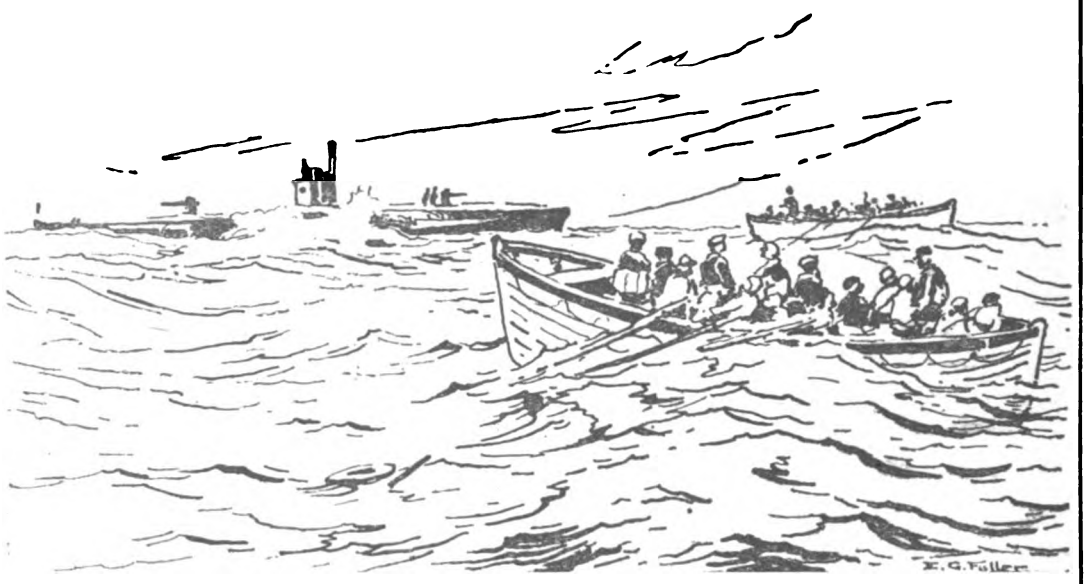

CHAPTER VII: AN OCEAN TRAGEDY

MANY merchant skippers had little affection for the convoy system. The perpetual flow of orders that were sometimes signalled by a zealous officer in command of a convoy harassed those under his charge. I know one exasperated merchant skipper who, after the danger zone had been passed, and the captain of the cruiser had signalled the dismissal of the convoy, signalled back: "Thank God." But all at last must have recognised the great value of the system; for had it been possible to enforce it generally throughout the war many lives would have been saved, much suffering avoided. The escorting warships not only warded off enemy attack, but were at hand to pick up survivors should one of the convoyed ships be sunk by a torpedo, and while they were present the deliberate massacre of survivors by the Huns could never have taken place. There were no ships by to come to the succour when the *Alnwick Castle* and the *Llandovery Castle* met their fate, so the never-to-be-forgotten, never-to-be-forgiven devilries of the Hun had free play.

The *Alnwick Castle*, under the command of Captain Chave, outward bound for the Cape, was torpedoed

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when she was about 320 miles west-south-west of the Scilly Isles, and at about the same distance from the nearest point on the Irish coast and from Cape Finisterre. In that week the German submarines were exceptionally busy and sank no less than 55 of our ships. On the day previous to her own disaster the *Alnwick Castle* had picked out of their boats twenty-five of the crew of the collier-transport *Trevose*, which had been torpedoed a few hours earlier; and the captain of the *Trevose* reported that while he was drifting in his boat he had seen another steamer blown up in the distance. The *Alnwick Castle* now had on board 100 of her own crew, 14 passengers, and 25 survivors of the *Trevose*.

At 6.10 on the following morning (March 19th, 1917) the look-out on the upper crow's nest reported the approach of a torpedo on the port bow. The chief officer saw it coming at right angles to the ship's course. He gave the order "hard a-starboard" and rang "full astern" to both engines. But before the ship had swung the torpedo had struck her, the explosion throwing up a high column of water and debris on the bridge and blowing up hatches and beams of No. 2 hatch. The ship was rapidly sinking by the head, so Captain Chave ordered that she should be abandoned. He sent out a wireless S.O.S. signal, but there was no response to it. The 139 occupants of the ship, including the one woman passenger and her four-months-old baby, were all got safely into the six boats, which were pulled to a safe distance, and there waited to see the end of the *Alnwick Castle*. Then the German submarine quietly rose to the surface, and remained there silent and sinister until the end came, her crew gazing with callous eyes on the human beings whom they were leaving, exposed in open boats, far out in the Atlantic, in the stormiest season of the year. In about ten minutes the *Alnwick Castle* plunged down bow first; her whistle gave one blast, there was a smothered roar, a cloud of debris rose in the air, and she was gone.

The submarine now went north-east after a homeward bound steamer, which was visible about four miles away. Soon the castaways heard a muffled roar, saw a tall column of water rise, and knew that the submarine had found another victim. During this Monday, the first day of the voyaging of these six boats, things went well.

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There was a considerable swell, but there was only a moderate breeze blowing from the west. So the captain gave orders that the boats should steer between east and east-north-east for the mouth of the Channel and the track of ships. The boats hoisted sail and ran before the wind in a line, and kept in touch with each other until the evening. But in the night the wind freshened and the sea rose; all sails had to be reefed down. Later in the night the fair wind with which they had started headed them and worked round to the north. It became intensely cold, and the wind ever increased in strength.

By the following morning, in consequence of the heavy weather, the boats had scattered and were out of sight of each other; each boat found herself tossing alone on an angry sea. Two of the boats were never heard of again. Day after day of misery passed by, but no vessel came to their succour. To quote the captain's words: "Never a sail or wisp of smoke had we seen. It was as though the German submarines had barred the ocean against all traffic." Exposure to wet and cold killed the weak, and then after a few days even the tiny rations of drinking water could not be issued, as the supply was exhausted. Men went mad from thirst, and with throats on fire and lips furred it was impossible for any to swallow the solid food, of which there was a sufficiency. The seas washed into the boats, but men became so weak that it was with difficulty that they could be prevailed upon to bale the water out. It was not until five days after the torpedoing of the *Alnwick Castle* that the 24 survivors of the captain's boat—five had died of thirst and exposure—were rescued by the French steamer *Venezia* in the Bay of Biscay, 200 miles to the south-east of the scene of the *Alnwick Castle's* disaster. It is needless to say that the exhausted men were very well looked after by the kindly French. Four of their dead they left in the boat, for they had been in too weak a condition to lower these into the sea.

The other boats had similar experiences. The report sent in by the chief officer should be read by those who find excuses for German methods. His boat's company consisted of 31 people, including the woman passenger, her baby, and the stewardess. They were eight days on the open sea, and so great were the privations endured that eleven out of the thirty-one died. It is not surpris-

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ing, seeing that British sailors manned the boat, to hear that the weakest there, the two women and the baby, were among those who were safely landed. On the morning of the second day out, Tuesday, the weather compelled the chief officer to take in all sail and lie to with the sea anchor, while oars were used to help keep the boat head on to the tremendous sea that was running. The oil bag proved of great service in quieting the high breakers. The sea anchor was lost in the night, so two oars were lashed together to be used in its place.

On Wednesday morning the weather improved, so sail was set again, and the boat was steered east towards the Spanish coast. A half dipper full of water was doled out to each person in the morning and evening. The *Alnwick's* chef died this day of cold and exposure. Sailing whenever the weather allowed, and lying to when the wind blew hard, the boat progressed from day to day. On Thursday the storekeeper, who had gone raving mad and had to be lashed down for the safety of the others, died. Later in the day one of the passengers succumbed. That night heavy squalls compelled the chief officer again to take in sail and put out the improvised sea anchor. On Friday the wind having moderated, though a high sea was still running, full sail was set and was kept up for thirty-six hours, the boat making good

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progress. Throughout this terrible voyage the chief officer, the carpenter, a quarter-master, and a fireman did all the steering between them. This day another of the crew died. Owing to the small ration of water that could be allowed, all were suffering from intense thirst. From thirst and from exhaustion and exposure to cold and wet, even the strongest of the crew who were still able to work were rapidly becoming callous and often felt light-headed. On the morning of Saturday one of the firemen was found lying dead at the bottom of the boat, and in the course of the day the pantry boy died.

That night the boat drifted with sail down; for it was very dark and there were no stars visible by which to steer. On Sunday, at dawn, the sail was hoisted again, and the boat resumed her course, heading south-east. A man who had been insane for two days jumped overboard (after three frustrated attempts) and was drowned. The high sea and the enfeebled state of the men made it impossible to save him, though the boat was turned and sailed round the spot where he had disappeared. On this morning the last tot of water was served out—not more than a mouthful for each. There were occasional showers of rain after this to tantalise the occupants of the boat. A little of the rain was caught, but it was undrinkable, so saturated with salt was everything on board. To quote the words of the chief officer's report: "We even tried by licking the woodwork to gather up the rain drops and so moisten our mouths, but the continual spray coming over rendered this of little use. In fact, we actually broke up the water beaker in order to lick the inside of the staves, which we found quite saturated with moisture and to us delicious." In the evening the deck boy died.

They sailed all that night, and on Monday afternoon, to their great joy, they sighted land. But it proved to be a long way off. It was dark when they came up to it, and there was so heavy a swell running that the chief officer considered that it would be too dangerous to attempt a landing until daylight. A squall now carried away the boat's mast at the heel. They then hove to, using the broken mast as a sea anchor, and awaited daylight, greatly disappointed, for they had hoped to get ashore that day, and now had to pass yet another horrible night in the boat. At daylight the next morning

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(Tuesday) they pulled towards the shore as well as they were able, but soon found that they had not the strength to undergo any exertion. But, happily, they had been seen and two fishing boats came out and towed them into the small fishing harbour of Carino, near Cape Ortegal. The villagers, headed by their priest, met them on the beach and carried the survivors, who were in a pitiable condition, to the different cottages. One man expired as he was being lifted out of the boat and two demented men refused to leave the boat and had to be dragged out. The priest, a doctor, who arrived later from Ferrol, and the Spanish villagers tended them with an exceeding kindness and care. Ten days later, when the survivors were well enough to be removed, they were taken to the hospital at Ferrol.

One thing stands out clear in the tragic story of the *Alnwick Castle*. In all the boats the officers worked magnificently, encouraging the thirst-tortured survivors and maintaining, even in those awful conditions, the discipline that enabled the boats to be handled properly, the drinking water to be rationed, and other measures to be taken which made it possible to save so large a number of lives. The officers speak in the highest terms of the men who worked under them, and that the men appreciate the leadership that saved them is illustrated by an incident told in a previous article. The officer who had been in charge of one of these boats, on reaching home, found a case of pipes awaiting him, a present from his boat's crew—a graceful act that speaks for itself.

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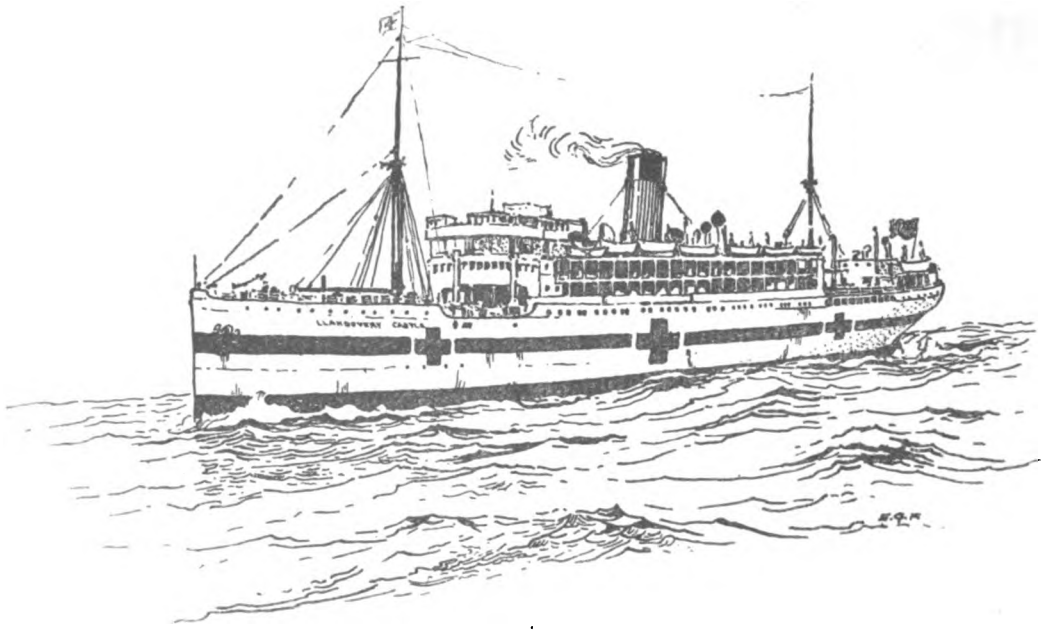

CHAPTER VIII: THE HOSPITAL SHIPS AND GERMAN CRIMES

ONE of the great works done by the steamship companies in the war consisted in the fitting and manning of many of their vessels as hospital ships. In consequence of the enemy's unrestricted submarine operations the hospital ships that used to bring the wounded across the Channel ceased to display the regulation Red Cross marks, and, under the new designation of ambulance transports, sailed under escort, camouflaged and armed like ordinary transports. From Havre they used to cross the Channel in a steady stream, bringing the cot cases from the Western front to Southampton. The Union-Castle ships in the course of the war brought a total of 354,400 British wounded and over 9,000 enemy wounded into Southampton. The German submarines kept a sharp look out for vessels following this important route.

The ambulance transports, whether outward or homeward bound, used to sail by night only: for example, one would leave Havre early in the night and reach Spithead

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before the following dawn. The principal danger of the Channel crossing lay rather in the chances of collision than of enemy attack. These transports had to cross the routes of both the down-Channel and up-Channel traffic, and, of course, neither they nor the ships whose path they traversed displayed a glimmer of light. Captains who in the war had been engaged in all sorts of work—trooping in the Mediterranean, sailing for seven weeks on end in a slow convoy from South American ports, dodging enemy raiders on the coast of Terra del Fuego in unarmed cargo ships, and so forth—regarded this cross-Channel transport work with a ship-load of helpless cot cases as the hardest and most anxious work of all. There was little rest for them. One liner captain told me that he had once been twenty-one successive nights on the bridge when commanding an ambulance transport, going across to Havre on one night and returning the next. For at that particular time many of the ambulance transports had been injured by collision, and were being repaired; moreover, a big battle was in progress and the wounded were pouring into Havre.

The ambulance transports were escorted by P boats, which may be described as miniature destroyers used for escorting and patrolling. The bulk of the men who manned them had been taken from the merchant service. They could do their 25 knots in fine weather; but were too small to hold their own in the teeth of really heavy weather.

On the other hand, up to almost the close of the war the hospital ships that used the Atlantic and other routes that were outside the recognised danger zones still sailed under the Red Cross—with huge red crosses painted on both sides and at night showing the bright lights that distinguish this service. They sailed without escort, were unarmed, and, of course, never carried troops or munitions of war, though they were accused of doing so by the Germans, whose method it was on land or sea to excuse to the neutrals their own frightfulness by stating that we had set them the example. In the Mediterranean, too, our hospital ships continued to sail under the Red Cross, but in their case a Spanish officer used to be taken on board at Gibraltar and accompanied a ship while she was transporting wounded men, serving as a guarantee to the Hun that nothing illegitimate would be done.

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But towards the close of the war, realising that their submarine campaign was a failure, the Huns ran amuck on the seas and committed objectless atrocities in a spirit of savage malice. In our East Coast ports they will not forget how in July, 1918, a submarine sank two of our smacks off Lowestoft, took the crews on board, and, after depriving them of their lifebelts and destroying the smacks' boats, dived, leaving the fishermen on deck. Happily they were not all drowned, and some were rescued to tell the tale. In the same spirit the Huns sank our hospital ships sailing under the Red Cross, and in some cases murdered the survivors who had taken to the boats.

Take the case of the *Glenart Castle*, of the Union-Castle line. Earlier in the war she had been struck by a mine or a torpedo off the Owers while carrying wounded from Havre to Southampton. But on that occasion no lives were lost. All on board were safely transferred to boats, and the ship, in a sinking condition, was taken in tow, was brought into the dry dock at Portsmouth just as she was about to go down, and was salved. After she had been repaired she was removed from the cross-Channel route and was employed as a hospital ship in the Atlantic. At about four in the morning, February 26th, 1918, when in the neighbourhood of Lundy Island, outward bound, she was struck by a torpedo. She had all her Red Cross lights burning brightly. There could be no mistaking her. She sank in five minutes. So quickly had the disaster come that several of the boats which were being lowered could not be cast off in time and were dragged down with the sinking ship. Practically all the crew, medical officers, and nurses, were precipitated into the water, many of them to cling on to the rafts that had been put over the side. The submarine was seen to come up, and she passed within 50 feet of some of the rafts, two officers being visible on the conning tower. About twelve hours later some of the survivors were picked up from the rafts by an American destroyer and a French vessel. Out of the 200 men and women in the ship 38 only were saved. It is believed that the submarine attacked the survivors in some of the boats or rafts, for bodies were found with wounds on them that could only have been inflicted by firearms.

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The Union-Castle hospital ship *Llandovery Castle*, bound from Halifax, Nova Scotia, for Liverpool, was torpedoed on June 27th, 1918, 114 miles south-west of the Fastnet Rock. She had 258 people on board, including 94 medical officers and nursing sisters of the Canadian Medical Staff. It was 9.30 p.m., a fine but dark night. The ship was displaying the regulation Red Cross lights. The explosion extinguished all the lights and wrecked the Marconi, so no S.O.S. signal could be sent out. Captain Sylvester, who was on the bridge, signalled to the engine-room, but got no reply. The torpedo had struck the after end of the engine-room, and had made it impossible to put the engines astern so as to stop the ship's way. This, of course, made it dangerous to launch the boats, but it had to be done, as the ship was sinking rapidly. At least two of the boats were broken and swamped along the ship's side, but sufficient to accommodate the survivors seem to have got away. When it was reported to the captain that all others had left the ship he with the remaining ten men got into a boat and lowered themselves aft. They pulled away as hard as possible, but when they were only fifty feet from the ship her stern went under, her boilers blew up, her bow stood up in the air, and she went down—about ten minutes after the torpedo had struck her.

The captain's boat was now pulling to an fro among the wreckage picking up survivors. Among these was the purser, who had swam off to one of the boats containing several people. She had been injured in the launching, and while he was holding on to her side she sank and rolled over on the top of him; but he got clear and swam till he was sighted by the captain's boat. The submarine now came up and ordered the boat to come alongside. The boat's occupants, before obeying the order, were endeavouring to reach and save some others who were struggling in the water. But the order was repeated in a peremptory fashion, two revolver shots were fired at the boat, and a Hun officer shouted that he would "fire the big gun" at her if there was not prompt obedience. So the boat was compelled to desist from the work of rescue and went alongside the submarine. The captain was taken on board, and the Hun commander said to him, "You have eight American flight officers on board." Captain Sylvester denied this

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and explained that he had only members of the Canadian Medical Staff with him. One of these, Captain Lyon, was in the boat, and he was dragged on board the submarine with such brutal roughness that his foot was broken. He was accused of being a flight officer and denied it. Captain Sylvester was then asked if he had wirelessed. He replied that he had been unable to do so. Then he and Captain Lyon were allowed to return to the boat, probably owing to the intervention of the German second officer, who seemed friendly. He assisted Captain Sylvester to get into the boat, and said to him, " Get away quickly. It will be better for you."

The boat pulled away, and then the submarine acted in a strange manner. She dashed to and fro at full speed, probably among the other boats full of survivors ; but it was too dark to see from the captain's boat what was happening. The submarine came alongside once more and this time the German's charge was that the *Llandovery Castle* had carried ammunition. This was denied. Then the submarine went away and resumed her strange manœuvres. In the course of these she charged down on the boat at full speed, as if to run her down, and narrowly missed her. After this the submarine went away to the northward. Her commander, by the way, had been heard to ask his officers in which directions the other boats had gone, and they had replied to the north. When about a mile off the submarine stopped and fired a shell, which passed over the boat. Then she fired about twelve shells in other directions, presumably at the other boats.

Not one of these other boats was heard of again. Out of the 258 souls who had been on the *Llandovery Castle* the 24 in the captain's boat were the sole survivors. Destroyers were sent later to the scene of the disaster, but found no trace of these boats. The weather had remained quite fine, and the boats, if unmolested, would have reached the coast or would have been picked up on the way. The obvious presumption is that the Germans sank the boats and left their occupants to drown. The survivors in the captain's boat were picked up by a destroyer about thirty-five hours after the disaster, 41 miles from the Fastnet.

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U-Boat running down the Survivors of the *Llandovery Castle*

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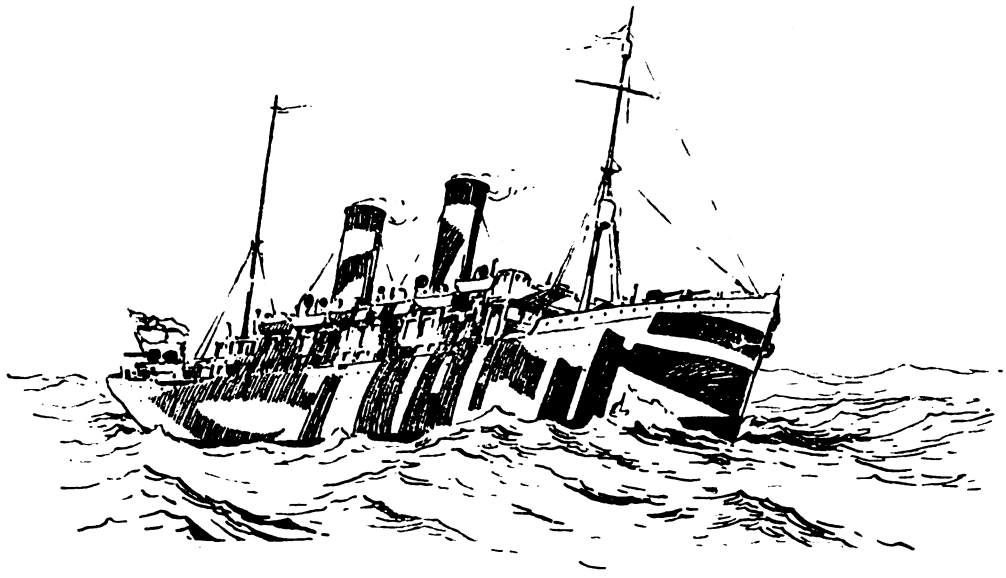

CHAPTER IX: THE ARMED MERCHANT CRUISERS

IT carries us back to the doings of Elizabethan days to find our British trading vessels armed and fighting in time of national danger. The submarine campaign of the enemy compelled us to supply our merchant ships with the means of defending themselves. Often they drove off enemy attack with their gun-fire, fought spirited engagements, and succeeded in sending to the bottom not a few of the U-boats. But of these exploits little became known at the time; for the moral taught by Captain Fryatt's fate was that it was well to sink as many of the enemy's submarines as possible, but to say nothing about it.

On the other hand, the armed merchant cruisers were recognised as legitimate combatants even by the Huns. Each of the great shipping companies fitted out some half dozen of its vessels as armed cruisers. These sailed under the White Ensign; they were commanded by naval officers; as a rule, in one of these ships some of the other officers, the gunners, and a few petty officers were

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of the Navy; but the remaining officers were of the Merchant Service, generally of the company to which the ship belonged; they were given temporary commissions as acting commanders, navigating lieutenants, and so forth, while the purser became the paymaster. The company's engineer officers were also kept on, as were stokers, carpenters, boatswains, and many of the deck hands. In short, the bulk of the ship's company were of the Merchant Service. These vessels were used for patrolling, convoying, and for the performance of various other duties which form part of the Navy's work, and they were ever keenly on the look-out for enemy raiders to be attacked and neutral blockade runners to be captured. They used to carry on their work on every sea. Some of our armed merchant cruisers fought historic actions with the German commercial raiders, defeated and sank them.

A brief sketch of the fitting out and of the doings of the armed merchant cruiser *Armadale Castle* in the early days of the war will serve as an illustration. She was a 13,000 ton ship of the Union-Castle line. She was taken over by the Admiralty on August 4th, the first day of the war. A great deal of work had to be carried through in order to prepare her for her new duties. Parties of carpenters were set to pull down fittings and get rid of all inflammable material below. Dining and smoking rooms were cleared out; all state rooms on the main deck were removed; the first-class cabins on the upper deck were gutted; the third-class accommodation was adapted for the Naval ratings quarters, and shell magazines were erected in the third class. Surplus lifeboats, all derricks, deck seats, and skylights were removed in order to render the ship less vulnerable. The decks were pierced, chocked, plated, and provided with strong supports below in order to accommodate eight 4.7 in. guns, two of which were fitted on the forecastle, two on the poop, and four in the forward and after wells. Rails, ventilators, mooring bits, and other obstructions were taken away in order to prevent any impediment to the free working of the guns in all directions. Portable stanchions and chains were provided to replace the bulwarks.

In order to protect the engine and boiler rooms the ship's sides on the main and lower deck levels were heavily padded by stacking mattresses on the inside,

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secured to the ship's frames, and the navigation bridge was also protected by canvas-covered mattresses. The steering-gear house on the poop was stiffened and pillared, and protected on the top by additional steel plates bolted on; and in order to prevent splinters falling into the machinery, protective netting of steel wire was spread across the engine-room over the tops of the cylinders, and also on the lower end of engine and stokehold ventilators.

On top of the poop deck-house a gun-control station was built, and fitted with telephones and other essential appliances. Magazines were built in some of the holds, and lifting beams were fitted on the upper deck provided with the necessary lifting tackle for hoisting the ammunition. The steamer was ballasted to make her seaworthy in the absence of her usual cargo.

And there was much else to be done. Searchlights had to be fitted; ammunition stores and provisions had to be embarked; the ship had to be coaled; and a large crew had to be detailed and organised. The men were being diligently trained both before and after sailing. The bulk of them, being of the merchant service, when they joined knew little or nothing of naval routine or discipline, but they were all very keen, and took to their unaccustomed duties as a duck takes to water. On land and sea things were done with an extraordinary rapidity in the critical first weeks of the war. The *Armadale Castle* left the quay at Southampton at 4 p.m. on August 11th fully armed, equipped, and manned, having been converted from a peaceful passenger steamer into a formidable fighting ship in under a week!

She was first despatched to the Cape, and a few days later was followed by the *Kinfauns Castle*, another Union-Castle ship that had been converted into an armed cruiser; for their services were needed in South Africa, our fleet having been ordered to sail from Simons Town to seek out the German men-of-war that were known to be crossing from the Pacific.

The *Armadale Castle* was sent to patrol the coast of German South-West Africa, with the object of intercepting German supply ships and destroying wireless stations. She reached Swakopmund on September 14th, destroyed the wireless station there with her gunfire, but did not shell the town. The inhabitants and the

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German soldiers crowded the square that faces the sea and watched the bombardment of the wireless station, apparently feeling quite secure. For though the Huns, had the case been reversed, would not have hesitated to open fire on so tempting a target as a crowd of their enemies, they always seemed to place a touching confidence in the magnanimity of the British. Shortly afterwards the *Armadale Castle* carried the Kimberley Rifles and the Kaffrarian Rifles to Ludenberg, which place we had recently captured, and landed them there on October 2nd. Fighting was in progress at the time a few miles to the back of the town. Here she took on board some German prisoners and three hundred German refugees, men, women, and children, presumably for their own safety; for the German troops were being driven back, and it would have been bad for these people had they been left to the mercy of the natives, who had many wrongs to avenge. But these Germans did not realise the situation in the least, and they asked angrily, "Why do you take us away? You know that you will have to bring us all back here in a month." For the Windhoek papers had published wireless messages that purported to have come from Berlin, announcing that the German armies were in Paris and would be in London in a fortnight, and that there would be a German peace with all its blessings within a month.

Next, the *Armadale Castle* was sent to Cape Cross to discover and destroy a wireless station that was reported to be there. A large building with a tall flagstaff was seen on a hill near the sea. A few shells were dropped upon it, when a huge volume of flame and smoke rose in the sky. It was clear that the gunfire had destroyed an enormous store of petrol. She was also employed in convoying ships from Sierra Leone to the Cape. She brought to the Cape at least one captured neutral vessel carrying coals to the Huns; but she had not the luck at any rate during the period of which I am speaking, to have a brush with the enemy.

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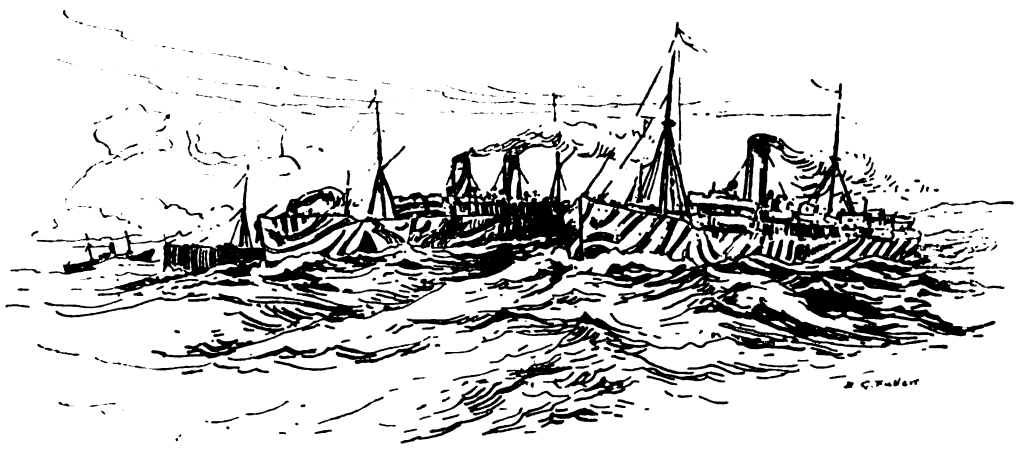

CHAPTER X: HOW THEY FOUGHT TO SAVE THE "HUNTSCLIFF"

IT was not only on account of enemy action that exceptional risks had to be taken by our merchant ships during the war. Food had to be brought across the Atlantic at all costs so that ourselves and our allies should be preserved from starvation. The submarine campaign had very seriously diminished the number of our vessels, and those that remained to us, of necessity had to put to sea with full cargoes under conditions that were sometimes extremely hazardous. The narrative of the loss of the Union-Castle steamer *Huntscliff* exemplifies this, and also shows the stubborn courage with which our sailors stuck to their sinking ship until the last moment, and toiled up to the limits of human endurance in a forlorn hope that the vessel and her valuable cargo might be brought into port. In the case of the *Huntscliff* an heroic effort was made—and that, too, when friendly ships were standing by, and at any moment captain and crew could have sought safety and relief from intolerable fatigue and anxiety by abandoning their vessel.

Captain Kenneth Macdonald brought his ship—the *Huntscliff*—to Montreal, in the autumn of 1918, and reported to the Canadian Ministry of Shipping. He was informed that the Hudson Bay Company would load

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his ship with a full cargo of grain and oil in double bottom. Accordingly, shifting boards and feeders were erected in the 'tween decks and lower holds for the purpose of receiving the cargo. The Ministry of Shipping decided to load oats in bulk in the shelter deck, in bins instead of in bags, as is usually done. It was recognised that the carrying of oats in bulk in the shelter deck was attended with some risk; but it had to be done; for bags were not procurable, and the exigencies of that critical time had to be considered.

So the *Huntscliff*, loaded down to her bearings with what is the most dangerous of cargoes, should bins and shifting boards give way in heavy weather, as they ultimately did, sailed from Quebec to cross the Atlantic at the season of the autumn equinox, when gales may be expected. She left the St. Lawrence on September 29th, forming part of a convoy of vessels escorted by H.M.S. *Teutonic*, the speed of the convoy being eleven and a half knots.

All went well until October 5th, when a heavy westerly gale was encountered. The senior officer of the convoy ordered the vessels to heave to. This was done, and after a few hours the *Huntscliff*, being hove to with the wind on her starboard bow, was found to have acquired a list of five degrees to port. The ship's head was altered so as to bring the wind on her port side. That night the weather moderated, and the convoy proceeded.

In the meanwhile the chief engineer was doing all that was possible to trim the ship upright, working all coal and water from port bunkers and tanks and, later on, pumping the oil and fresh water overboard from the port side and filling up some of the starboard boiler tanks with salt water.

On October 6th the weather became worse again, with fierce squalls and a very high sea. At 2.15 p.m. the ship rolled heavily, and suddenly increased her list to port to ten degrees. The vessel was hove to at once, with the wind on the port side. The captain signalled to the senior officer, who ordered the whole convoy to heave to. All hands on the *Huntscliff* were now ordered below to endeavour to shift the grain, but notwithstanding this the list continued to increase, and by 8 p.m. it was twenty-five degrees, while the ship was rolling over to as much as fifty degrees. A signal was sent to the senior

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officer to stand by as the list was becoming dangerous. The crew continued working at the cargo all night. There was now great difficulty in maintaining steam, and the list was ever increasing. By this time most of the firemen were worn out and useless, and refused to do any more. So the chief engineer telephoned to the bridge to send a revolver down, which was received, and with the assistance of this the second engineer got together some of the best men. That night the captain sent a message down to the chief engineer to enquire how long he could keep up steam. He replied that he would do his best to keep enough till morning. All the engineers had then been on duty below for twenty-four hours. The second, third, and fourth engineers now took on the firing, with a line round their waists to keep them near the furnaces and also to prevent them from slipping into the port stokehold bilge, which was flooded with oil, while the fifth engineer was pumping the port engine-room and stokehold bilges.

This went on until 2 a.m. on the following morning, October 7th, by which time the list had attained nearly thirty-five degrees. The chief engineer then visited the captain on the bridge and told him that he could do no more. The ship had now stopped and was labouring in the trough of the sea. But the effort to save the ship was carried on without intermission. All hands were occupied in shifting cargo, while the engineers still toiled on. The starboard boiler was working on its seating, so the fires were drawn and it was shut off. But on the starboard boiler sufficient steam was still being kept up for the electric light, the steering engine, and the pumps. It was very dangerous work, as oil from one of the tanks was all over the stokehold with every roll of the ship. At 8 a.m. the senior officer of the convoy signalled to ask if the *Huntscliff* could be saved and what her requirements were. Captain Macdonald replied "Hope to be able to save ship. Requirements to shift cargo and the ship to be taken in tow." The senior officer replied "Some time before towing can be considered or working party transferred, on account of heavy weather." Later on the senior officer, recognising that it would be his duty to proceed shortly with the rest of the convoy signalled to the *Huntscliff* "Do you wish to abandon ship or wait till tugs and escort arrive

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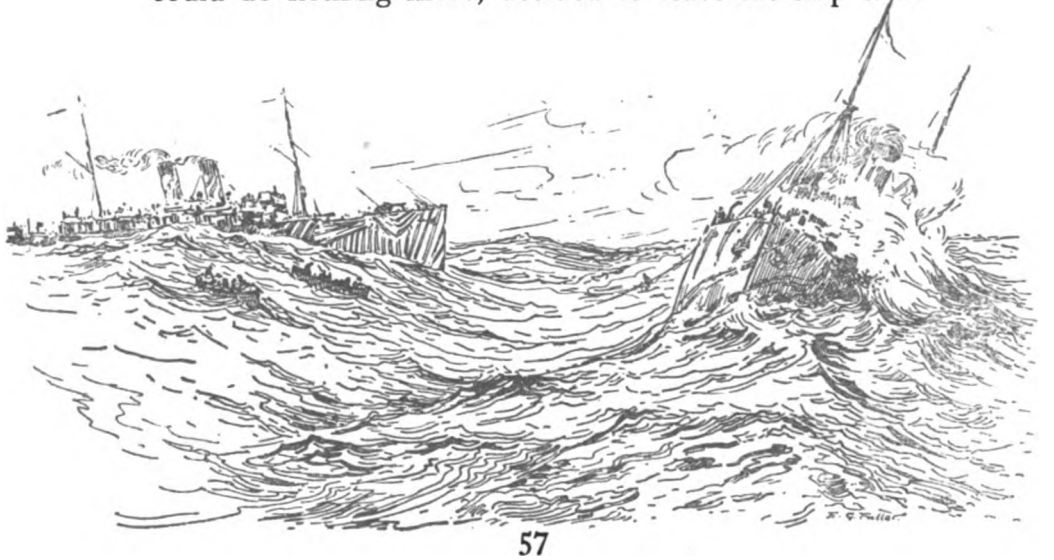
from Queenstown." To which the captain replied "I do not wish to abandon ship, but most necessary that other vessel should stand by as this vessel may turn over at any time." That evening the captain received a deputation from his officers and engineers asking him to abandon ship. But when signalled to, the senior officer agreed to stand by the *Huntscliff* until the following morning. The captain then decided to continue the work of jettisoning the cargo throughout the night, in the hope that the list could be kept under control; in which case he would keep all hands by the vessel. In view of possible failure he called for volunteers for a boat's crew to remain with him until help should arrive or the ship should founder, while the remainder of the crew would be transferred to the *Teutonic* in the morning. Five men volunteered to remain with him. As a matter of fact the plucky endeavour failed in its object. Water coming up to the open hatches put a stop to the working of the cargo, and the list steadily increased.

On the following morning, October 8th, things looked very bad. The barometer was falling rapidly, the wind and sea were rising, the list was dangerous. So soon as there was light enough the transference of the *Huntscliff's* crew to the *Teutonic* was undertaken. The captain again called on volunteers to form a boat's crew and remain with him. But the men regarded the position of the ship as hopeless, and an insufficient number of men responded to the call. So the captain too, as he could do nothing more, decided to leave the ship with



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the crew—at least temporarily; for the senior officer of the convoy had now received orders by wireless to stand by the *Huntscliff* until a tug should arrive.

The transference of the crew to the *Teutonic* was effected with difficulty with so high a sea running. An attempt was made to launch the crew in the one remaining lifeboat that was still in action, but she was smashed to pieces. Lifeboats arrived from the *Teutonic*, but were unable to come alongside. So they lay off about forty yards from the lee side of the ship. They floated a lifebuoy alongside the *Huntscliff* with a line attached to it. The third engineer was washed overboard while trying to secure it, and was picked up by one of the boats. At last the lifebuoy was secured, and the native members of the crew were pulled from the ship to the boat one at a time. By now the weather was much worse, and the list had increased to thirty-two degrees. The last boat took off the white members of the crew and the officers. The captain entered the water and was dragged off to the boat.

So the weary crew had a good night's rest on the *Teutonic*. On the following morning, October 9th, Captain Macdonald called for volunteers to try to get a towline on the *Huntscliff*, as the captain of the *Teutonic* was prepared to take her in tow if it was possible. But the weather proved too bad, and the attempt was abandoned.

The heavy weather continued through October 10th and 11th. An attempt was made to pass the towline but it was found impossible to do so.

On October 12th the American tug *Jenesee* arrived on the scene. The weather moderated, so the European officers and crew of the *Huntscliff* left the *Teutonic* in a lifeboat to connect up the towline with the tug. They were accompanied by a working party, consisting of an officer and twenty men of the *Teutonic*. They arrived alongside the *Huntscliff*, but found boarding very difficult. The captain, officers and white crew of the *Huntscliff*, eighteen in all, jumped overboard from the boat and clambered on board the *Huntscliff*. They commenced at once to clear away the starboard anchor and cable for connecting the towline. The second engineer went below and found nearly eighteen feet of water in the port engine room.

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At 11 a.m., while the crew were thus engaged, a signal was received from the *Teutonic*, ordering them all to leave the *Huntscliff* and board the tug without delay, as a submarine was working in the vicinity, and it would be necessary for the *Teutonic* and the tug to steam away out of danger until the enemy departed. The weather had now got worse again, and when a boat from the *Teutonic* put off to transfer the men to the tug, these had to be dragged through the water to the tug, as on the 8th. When the *Huntscliff's* captain, officers, and white crew had boarded the tug, the latter at once steamed away to the eastward.

On the following day, October 13th, the tug steamed back to the *Huntscliff*, and found two of H.M. sloops and another American tug attempting, without success, to get a towline on board of her. Darkness came on, and the various ships stood by until the following morning.

At daybreak on October 14th the weather was too heavy for the employment of boats, so rafts were prepared for the purpose of boarding. At 7.30 a.m. Captain Macdonald, with the boatswain and two men from the tug, left on a life raft and boarded the *Huntscliff*. The life raft was then hauled back and brought off other officers and men to the *Huntscliff*. The ship's five-inch wire hauser was at last connected with the tug, but soon

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carried away. Then the tug's six-inch wire hauser was hove on board and connected with forty-five fathoms of the ship's cable. The senior British officer sent a boat alongside to take off any one who wished to leave the ship, but all volunteered to remain on board. At 7 p.m. the tow commenced and the *Huntscliff* was headed east, but steering badly.

That night and throughout the next day—October 15th—the *Huntscliff* was towed eastwards at a speed of about five knots. The towing proceeded on October 16th, but the wind, which was now from the north-west, and the sea began to rise again, and towards nightfall Captain Macdonald considered that the condition of the ship was critical, and signalled to that effect to the senior officer. The water was washing over all the hatches, and the upper tarpaulins of some of them had been torn away. At about midnight the teak door on the port side of the engine-room was stove in, and large quantities of water rushed in. The captain signalled to the senior officer to stop towing; but this only to a slight extent reduced the rush of water.

At 1.30 a.m., October 16th, as the condition of the vessel was hopeless, one of the remaining boats was successfully lowered and was towed along the lee side of the ship, three men being put into her to steer. The captain signalled to the *Teutonic* that he and the other men, if the ship kept afloat, would remain on board until daylight, and asked the senior officer to tow to the eastward as slowly as possible. At 5.30 a.m. the list had increased to forty degrees, and the captain realised that the vessel could not float much longer; so he ordered all hands to be transferred to the boat alongside. At 5.45 a.m. all were in the boat, which was then cast off and was maintained in a position at about 100 feet from the ship.

The *Huntscliff* had been abandoned none too soon, for about a quarter of an hour later, at 6 a.m., the ship turned completely on her side and began to sink slowly by the head. By 6.30 a.m. all hands had been picked up by boats from the *Teutonic*. The ship had been towed 280 miles, and she foundered when only 120 miles from her destination—Bantry Bay. The narrative of this long, gallant endeavour to save a ship and its cargo speaks for itself.

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L'ENVOI

In this book I have been able to supply but an inadequate record of the activities of the Union-Castle Company in the Great War. Much more might have been written concerning the valuable assistance rendered to this country in time of her need, of the perils so heroically faced and overcome by the officers and crews of the Company's ships, of the unspeakable atrocities of the enemy's submarine campaign which failed so signally to frighten our sailors off the surface of the seas. Several volumes would be needed to tell the whole story of the Company's doings. Those who served the Company on shore and at sea throughout the greatest of wars are numbered in their thousands, and each of these may well be proud of his record of strenuous and patriotic endeavour.

When war broke out it surprised many to discover of what stout stuff our Mercantile Marine was composed. It surprised the Germans, who believed in the efficacy of their methods of frightfulness. It must have surprised the British naval authority, who, shortly before the war, had warned his countrymen that merchant sailors would refuse to join their vessels if enemy submarines were at work. And what happened! Despite a submarine attack more ruthless and destructive than anyone could have anticipated, there was not a single case throughout the four years of war of a merchant ship failing for lack of men to sail at her appointed time.

Long before, and for centuries after the creation of a specialised navy, our seaports were called upon in time of emergency to supply ships and crews out of their trading fleets. In war the Royal Navy became the trained nucleus of a great fighting merchant navy. Thus Edward III at the siege of Calais employed 730 ships and 14,956 mariners. Of these, only 25 ships and 417 mariners were of the Royal Navy, the rest were from the trading fleets. Out of the 176 ships that opposed the Invincible Armada, only 34 belonged to the Royal Navy. Sir Julian Corbett tells us in "The Successors of Drake" that "in sixteenth-century parlance 'the Navy' meant the whole shipping of the country. The 'Royal Navy' was only a part of it." In short, all became fighting ships in time of war.

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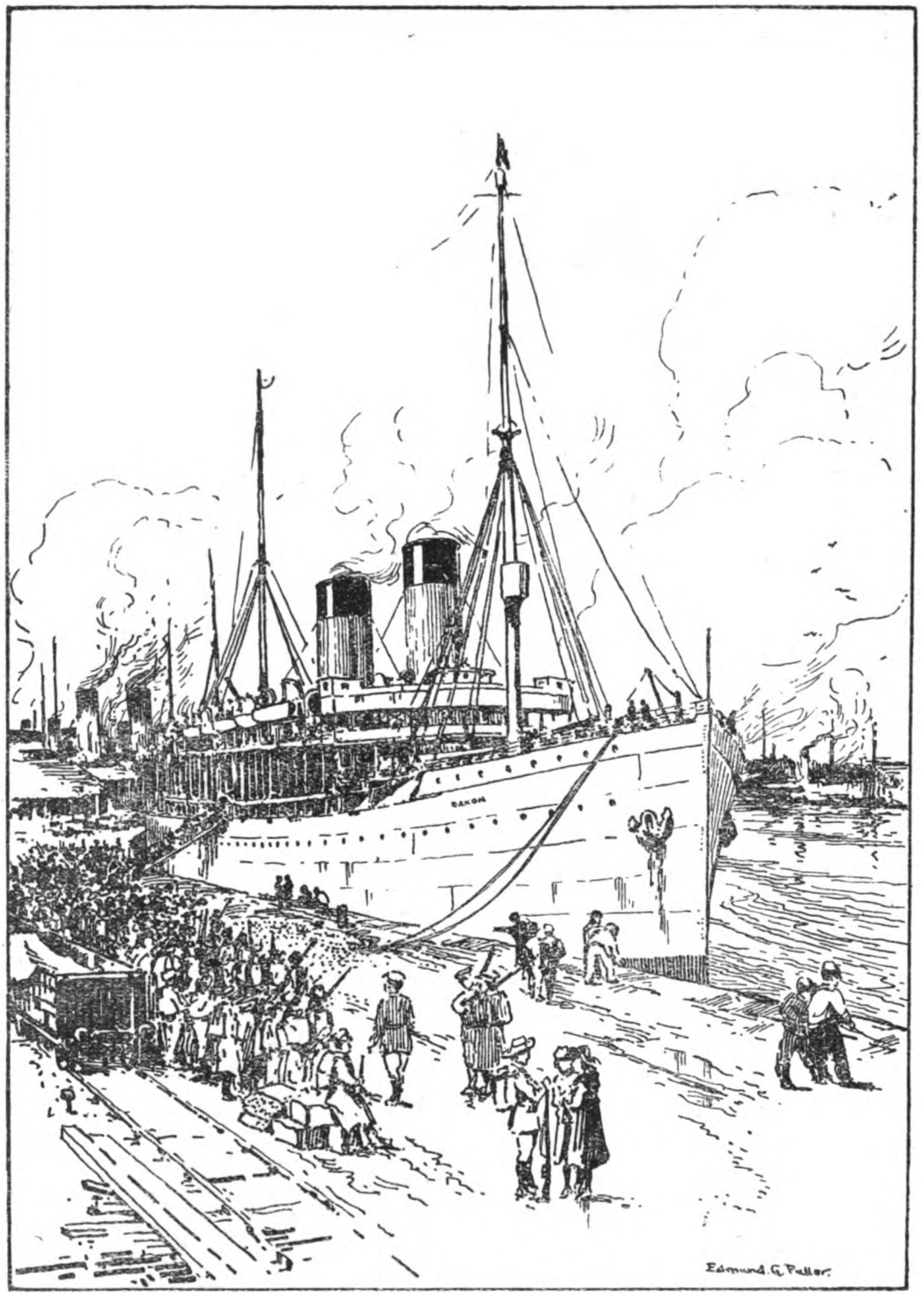

Colonial Troops embarking at Southampton for home.

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The vessels of our great trading companies, even in time of peace, had to fight the Spaniards who claimed a monopoly over half the oceans of the world. Thus the English Levant traders used to run the gauntlet of the Spanish navy in the Straits of Gibraltar, and on occasion defeated Spanish war ships, capturing or sinking them. And thus it has been through the ages down to the close of the Napoleonic wars. In those wars the Mercantile Marine supplied ships and men to the Navy, and many vessels took out letters of marque, and, as privateers, raided the enemy's commerce.

In 1854 the Declaration of Paris made privateering illegal. There were many who thought that this abdication of our traditional rights would have weakened our offensive in the next great war. But it has had the contrary effect, and by placing our sea forces under one command has increased our sea power. Measures were taken during the long peace to prepare our Mercantile Marine for service in war. Officers and men of the Merchant Service underwent a training in the Royal Naval Reserve, and fast merchantmen were so constructed as to be capable of rapid conversion into armed cruisers. When war did break out the Admiralty had under its command the whole of our splendid Mercantile Marine, to use as it willed for transport, fighting, or other purposes.

And now peace has come to us, and before us is the long arduous period of recuperation. Real prosperity can only be brought back to this country by means of increased production and increased over-sea trade. These, of course, depend on the adequacy of our Mercantile Marine. Depleted by the war, and still largely occupied in the repatriation of troops and on other Government services, our shipping is still very insufficient for the purpose of commerce. The Union-Castle Company, buying and building new ships, is taking all possible steps to replace its lost tonnage. May its trade expand and flourish—with the Southern half of Africa, with the older colonies whose prosperity is assured and increasing, with newer countries where thousands of square miles are awaiting cultivation, and, with the great territories which we have wrested from the Germans.

E.F.K.

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ROLL OF HONOUR

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ABRAHAMS E.	Asst. Stwd	R.M.S. "Galway Castle"	Lost when ship was torpedoed
ADMANS F.C.	Linen Stwd.	H.M.H.S. "Llandovery Castle"	" " " " "
ALDER W.J.	Pantry Std.	S.S. "Alnwick Castle"	" " " " "
ALEXANDER J.W.	2nd Officer.	R.N.R. Salvage Section	Killed on active service
ALFORD P.T.	Steward.	S.S. "Comrie Castle"	Lost when ship was torpedoed
ALLAN T.	3rd Engr.	H.M.H.S. "Llandovery Castle"	" " " " "
ALLEN E.	Asst. Stwd.	R.M.S. "Galway Castle"	" " " " "
ALLEN J.	Fireman.	H.M.H.S. "Llandovery Castle"	" " " " "
AMBLER Mrs. L.	Stewardess.	R.M.S. "Galway Castle"	" " " " "
ANDERSON A.	4th Engr.	H.M.H.S. "Llandovery Castle"	" " " " "
ANDERSON T.	1st Asst. Cook.	" " " " " " "	"
ANDREWS R.	O.S.	" "Glenart Castle"	" " " " "
ANGUS A.C.	3rd Engr.	" " "	" " " " "
ASLIN R.	Lieut. R.N.R.	H.M.S. "Pegasus"	Killed in action in E. Africa
ATTWOOD W.	A.B.	H.M.H.S. "Glenart Castle"	Lost when ship was torpedoed
BAILEY J.	Cattleman.	S.S. "Alnwick Castle"	" " " " "
BAKER A.J.	Ward Attdt.	H.M.H.S. "Llandovery Castle"	" " " " "
BAKER F.	Night Watchn.	" "Salta"	Lost when ship was mined
BALE A.	Fireman.	" "Glenart Castle"	Lost when ship was torpedoed
BARKER F.	Laundryman.	" "Llandovery Castle"	" " " " "
BARNES A.	Asst. Stwd.	" "Glenart Castle"	" " " " "
BARRETT O.	Fire Trimr.	" "Dover Castle"	" " " " "
BARTLETT L.	Trimmer.	" "Glenart Castle"	" " " " "
BARTLEY T.	Fireman.	" "Dover Castle"	" " " " "
BARTON A.	"	" "Llandovery Castle"	" " " " "
BATES F.	Asst. Pantyman.	" "Glenart Castle"	" " " " "
BATSFORD W.A.	Engrs. Stwd.	" "Llandovery Castle"	" " " " "
BEAVIS H.	O.S.	" "Glenart Castle"	" " " " "
BECK H.M.	2nd Lieut.	R.F.C.	Accidentally killed in France
BEDDOWS T.	Trimmer.	H.M.H.S. "Llandovery Castle"	Lost when ship was torpedoed
BELCHER R.	Asst. Pantrymn.	" "Glenart Castle"	" " " " "
BENDELL B.	Fireman.	R.M.S. "Galway Castle"	" " " " "
BENFORD W.	1st Pantryman.	H.M.H.S. "Salta"	Lost when ship was mined
BENHAM R.	2nd Lieut.	3rd Somerset Light Infantry	Killed in action in France
BENHAM W.	Cattleman.	S.S. "Alnwick Castle"	Lost when ship was torpedoed
BERTHOUD E.	1st Asst. Cook.	R.M.S. "Galway Castle"	" " " " "
BINNIE W.H.	Lieut.	R.A.F.	Killed in France
BISHOP S.J.W.	2nd Lieut.	7th Middlesex Regt.	Believed to have been killed in action
BLACK J.W.	Capt.	H.M.H.S. "Galeka"	Died
BLACK W.H.	4th Engr.	" "Glenart Castle"	Lost when ship was torpedoed
BORNET J.	Private.	15th Battn. Hants Regt.	Killed in action in France
BOWES T.	Storekeeper.	S.S. "Alnwick Castle"	Lost when ship was torpedoed

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ROLL OF HONOUR

BOWLEY E.S.	Private.	S.A. Overseas Contingent	Killed in action in France
BRACKEN G.	A.B.	H.M.H.S. "Llandovery Castle"	Lost when ship was torpedoed
BRADLEY B.	Fireman.	" " " " " " " "	"
BRAND A.	Trimmer.	S.S. "Alnwick Castle"	" " " " "
BRAND G.	Fireman.	H.M.H.S. "Dover Castle"	" " " " "
BRATTAN A.C.	Lieut.		Lost in H.M. Armed Liner "Bayano"
BRAY A.	A.B.	H.M.H.S. "Llandovery Castle"	Lost when ship was torpedoed
BRENNAN M.	Trimmer.	" " " " " " " "	"
BRIGGS B.C.	Rifleman.	25th Res. Batt. Rifle Brigade	Killed in action in France
BRISTOW A.	2nd Waiter.	H.M.H.S. "Glenart Castle"	Lost when ship was torpedoed
BRODIE J.M.	Private.	1/6 Gordon Highlanders	Wounded and missing
BROOMFIELD H.	Trimmer.	R.M.S. "Galway Castle"	Lost when ship was torpedoed
BROWN F.	Donkeyman.	H.M.H.S. "Llandovery Castle"	" " " " "
BUCKLEY T.	Capt. Stwd.	S.S. "Alnwick Castle"	" " " " "
BURKE W.G.	Fireman.	R.M.S. "Galway Castle"	" " " " "
BURREN J.M.	Barman.	" " " " " " " "	"
BURT B.	Capt.	H.M.H.S. "Glenart Castle"	" " " " "
CABLE S.	Bed Stwd.	" "Salta"	Lost when ship was mined
CALDER H.	Lt. Comdr. R.N.R. R.N.	H.M.T. "Grantully Castle"	Killed at the Dardanelles
CALLAN M.	Greaser.	S.S. "Comrie Castle"	Lost when ship was torpedoed
CAMERON J.N.	Private.	1st S.A. Infantry	Killed in action in France
CAMPBELL H.	Capt. Stwd.	H.M.H.S. "Llandovery Castle"	Lost when ship was torpedoed
CAREY G.	A.B.	" " " " " " " "	"
CARLISLE R.H.	Lieut. R.N.R.	" "Glenart Castle"	Killed
CASTLE C.	Storekeeper.	" "Salta"	Lost when ship was mined
CECILL B.R.	Scullion.	" "Glenart Castle"	Lost when ship was torpedoed
CHADWICK J.	Asst. Cook.	" " " " " " " "	"
CHAMBERS W.T.	A.B.	S.S. "Alnwick Castle"	" " " " "
CHORLEY D.C.	Purser.		Lost in H.M. Armoured Liner "Bayano"
CLARKE C.H.	Asst. Stwd.	H.M.H.S. "Llandovery Castle"	Lost when ship was torpedoed
CLASBY G.W.	Painter.	" "Glenart Castle"	" " " " "
CLEMENTS W.	Deck Boy.	" "Llandovery Castle"	" " " " "
CLIFFORD H.	Launchman.	" "Glenart Castle"	" " " " "
COCKBURN J.	2nd Lieut.	London Scottish	Killed in action in France
COCKS H.	Asst. Stwd.	H.M.H.S. "Llandovery Castle"	Lost when ship was torpedoed
COE E.P.	Chief Stwd.	" " " " " " " "	"
COLLIER W.	O.S.	" " " " " " " "	"
COLVIN G.	Fireman.	R.M.S. "Galway Castle"	" " " " "
COOK E.	A.B.	H.M.H.S. "Llandovery Castle"	" " " " "
COOK F	Cattleman.	S.S. "Alnwick Castle"	" " " " "
COULSON R.	7th Engr.	H.M.H.S. "Llandovery Castle"	" " " " "
COUSENS A.H.	Barman.	" "Glenart Castle"	" " " " "

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ROLL OF HONOUR

COX F.	Bed Stwd.	H.M.H.S. "Salta"	Lost when ship was mined
COX L.	O.S.	" "Glenart Castle"	" " " " torpedoed
CRELLIN E.	A.B.	" "Llandovery Castle"	" " " " "
CRISCOLL D.	Trimmer.	S.S. "Comrie Castle"	" " " " "
CUDDON C.	Cattleman.	" "Alnwick Castle"	" " " " "
CUMISKEY J.	Trummer.	H.M.H.S. "Llandovery Castle"	" " " " "
CUMMING A.	Chf. Stwd.	" "Glenart Castle"	" " " " "
CURRY W.J.	Asst. "	" "Llandovery Castle"	" " " " "
CURTIS G.	A.B.	" " "	" " " " "
DANIEL C.C.	4th Officer.	" "Gascon"	Died of Influenza at Mombasa
DAREY J.	O.S.	" "Glenart Castle"	Lost when ship was torpedoed
DARVEL A.	Private	R.M.L.I.	Lost in H.M.S. "Hermes"
DAVEY G.W.	4th Officer.	S.S. "Alnwick Castle	" when ship was torpedoed
DAVEY W.	Greaser.	H.M.H.S. "Llandovery Castle"	" " " " "
DAVIE G.	Private.	1/4 Seaforth Highlanders	Killed in action in France
DAWSON P.	Cattleman.	S.S. "Alnwick Castle"	Lost when ship was torpedoed
DEAR W.	Trimmer.	H.M.H.S. "Glenart Castle"	" " " " "
DELAMERE H.W.	Private.	Berks Regt.	Killed in action
DELAMERE W.E.	A.B.	R.N.V.R.	Missing presumed Killed at Dardanelles.
DOE W.	Firemn Trimr.	H.M.H.S. "Glenart Castle"	Lost when ship was torpedoed
DOVE D.	Capts. Stwd.	" " " " " " "	"
DOYLE P.	A.B.	" "Llandovery Castle"	" " " " "
DOYLE W.H.	Quartermr.	" "Glenart Castle"	" " " " "
DREW J.	Cattleman.	S.S. "Alnwick Castle"	" " " " "
DUDDY G.L.A.	2nd Lieut.	2nd Artists Rifles	Killed in action in France
DUNCAN C.J.	Capt.	H.M.S. "Susquehanna"	Died at Dunkirk
DURBAN H.	Private.	Territorial	" " Aldershot
DURBIN W.	Scout.		Killed in action in France
EARL P.L.	Barman.	H.M.H.S. "Llandovery Castle"	Lost when ship was torpedoed
EDWARDS E.J.	Asst. Stwd.	" " " " " " "	"
ELBRA Mrs. L.	Stewardess.	" "Glenart Castle"	" " " " "
ELLIS E.G.	Purser.	" "Grantully Castle"	Died at the Dardanelles
ENGLAND Miss.	Stewardess.	H.M.H.S. "Salta"	Lost when ship was mined
ETHERIDGE G.	Donkeyman.	S.S. "Alnwick Castle"	" " " " torpedoed
EVERSFIELD G.	Asst. Stwd.	" " "	" " " " "
EYERS E.	Fireman.	R.M.S. "Galway Castle"	" " " " "
FAIR W.R.	Private.	1st Field Ambulce. S.A.M.C.	Died of wounds in Flanders
FARLEY R.	Deck Boy.	H.M.H.S. "Llandovery Castle"	Lost when ship was torpedoed
FARROW C.	Carpenter.	" "Glenart Castle"	" " " " "
FINDLAY W.	Night Watchn.	" "Llandovery Castle"	" " " " "
FLETCHER W.	Fireman.	S.S. "Alnwick Castle"	" " " " "
FOSTER G.	Kitchen Ptr.	H.M.H.S. "Salta"	" " " " mined

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ROLL OF HONOUR

FOX W.J.	A.B.	H.M.H.S. "Llandovery Castle" Lost when ship was torpedoed
FRAILEY W.	Baker.	" "Salta" " " " " mined
FRANCIS T.J.	Asst. Stwd.	" "Glenart Castle" " " " " torpedoed
FRANK G.L.	Serg. Maj.	London Rifle Brigade Killed in action in Flanders
FRANKLIN G.	Engrs. Stores.	H.M.H.S. "Llandovery Castle" Lost when ship was torpedoed
FREEMAN T.	A.B.	S.S. "Aros Castle" " " " " "
FRY W.	Trimmer.	H.M.H.S. "Llandovery Castle" " " " " "
FULLBROOK G	Fireman.	" " " " " " " "
FULTON C.	Asst. Cook.	" " " " " " " "
FYNAUT E.	3rd " "	R.M.S. "Galway Castle" " " " " "
GALE F.	O.S.	H.M.H.S. "Glenart Castle" " " " " "
GARD C.	Greaser.	" "Llandovery Castle" " " " " "
GEARD C.	2nd Cook.	" "Salta" " " " " mined
GEAVE W.	Fireman.	S.S. "Alnwick Castle" " " " " torpedoed
GEE R.J.	Sub. Lieut.	Anson Batt. R.N.D. R.N.V.R. Killed in action in France
GERMAN F.	2nd Pantrymn.	R.M.S. "Galway Castle" Lost when ship was torpedoed
GERMAN W.	Linen Stwd.	H.M.H.S. "Glenart Castle" " " " " "
GIMBLETT S.	Asst Stwd.	" "Salta" " " " " mined
GIORGIS G.	Chef.	" "Llandovery Castle" " " " " torpedoed
GODWIN W.G.	Deck Boy.	S.S. "Alnwick Castle" " " " " "
GOOD A.	Pantryman.	H.M.H.S. "Glenart Castle" " " " " "
GRANT A.T.	Asst Strkeepr.	" " " " " " " "
GREGG T.G.	Private.	1st. King Edward's Horse Prisoner of War. Died in Germany
GRIMA H.	Trimmer.	H.M.H.S. "Llandovery Castle" Lost when ship was torpedoed
GUNDERSON G.	Asst. Stwd.	R.M.S. "Galway Castle" " " " " "
HAGAN T.	Fireman.	H.M.H.S. "Llandovery Castle" " " " " "
HALEY C.	2nd Stwd.	" "Salta" " " " " mined
HAMILTON J.	Electrician.	H.M.H.S. "Glenart Castle" " " " " torpedoed
HAMILTON J.A.	A.B.	S.S. "Alnwick Castle" " " " " "
HANDFORD H.	Fireman.	H.M.H.S. "Glenart Castle" " " " " "
HANKS L.	5th Engr.	S.S. "Alnwick Castle" " " " " "
HARRIS C.	Fireman Trmr.	R.M.S. "Galway Castle" " " " " "
HAWKER A.J.	Butcher.	H.M.H.S. "Llandovery Castle" " " " " "
HAWKES G.E.	W. Telegst.	" " " " " " " "
HEATH A.	Asst. Scullion.	" "Salta" " " " " mined
HEATH A.J.	Asst. Butcher.	" "Llandovery Castle" " " " " torpedoed
HEATH G.	Greaser.	" " " " " " " "
HENEY W.	Fireman.	" " " " " " " "
HERRING J.D.	3rd Officer.	" "Glenart Castle" " " " " "
HILL W.E.	A.B.	" "Llandovery Castle" " " " " "
HIRST F.P.	2nd Lieut.	3/1st East Anglian R's. Died at Malta
HITCHENS J.	Qtrmaster.	H.M.H.S. "Llandovery Castle" Lost when ship was torpedoed

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HOBBS B.	Deck Boy.	H.M.H.S. "Llandovery Castle"	Lost when ship was torpedoed
HODGE A.	Greaser.	" " " " " " " "	"
HOGAN M.	Asst. Baker.	" " " " " " " "	"
HOLBECK G.S.	Sub. Lt. R.N.R.	H.M.S. "Braemar Castle"	Died in Haslar Hospital
HOLL E.J. D.S.C.	Capt.	" "Leasowe Castle"	Lost when ship was torpedoed
HOLMAN A.	O.S.	R.M.S. "Galway Castle"	" " " " "
HOLMES W.	A.B.	S.S. "Alnwick Castle"	" " " " "
HOOD J.	Sapper.	Royal Engineers	Died on active service
HOOPER F.	Fireman.	H.M.H.S. "Llandovery Castle"	Lost when ship was torpedoed
HOPKINS E.	Ward Attd.	" "Glenart Castle"	" " " " "
HOPLEY J.H.	Deck Boy.	" "Llandovery Castle"	" " " " "
HOWE F.	Private.	1/4th Dorset Regt.	Killed in action, Mesopotamia
HUMPHREY G.	"	46th Coy. Machine Gun Corps	Died of Wounds, France
HUNT J.	A.B.	S.S. "Alnwick Castle	Lost when ship was torpedoed
HUTCHINGS S.	1st Officer.	H.M.H.S. "Glenart Castle"	" " " " "
IMESON T.	Asst. Stwd.	" "Salta"	" " " " mined
INWOOD W.E.	Ward Attd.	" "Glenart Castle"	" " " " torpedoed
JACKSON J.R.	A.B.	" " " " " " " "	"
JANE A.	Ward Stwd.	" " " " " " " "	"
JENKINS W.	Fireman Trmr.	" " " " " " " "	"
JOACHIM H.	O.S.	" " " " " " " "	"
JOHNSON B.T.	Electrician.	" "Llandovery Castle"	" " " " "
JOHNSON E.	Fireman.	R.M.S. "Galway Castle"	" " " " "
JOHNSON F.W.	Asst. Stwd.	H.M.H.S. "Llandovery Castle"	" " " " "
JOHNSON W.J.	" "	" "Glenart Castle"	" " " " "
JONES E.	Fireman.	" "Llandovery Castle"	" " " " "
JONES H.	"	" "Leasowe Castle"	" " " " "
JONES J.	A.B.	" "Llandovery Castle"	" " " " "
JONES L.W.	Purser.	" "Glenart Castle"	" " " " "
JOSEPH H.	Fireman.	" "Llandovery Castle"	" " " " "
JUSTICE J.	"	" " " " " " " "	"
KADREWELL W.	2nd Cook.	" " " " " " " "	"
KEARNEY H.	Seaman.	R.M.S. "Galway Castle"	" " " " "
KELLY J.F.	Q.M.	H.M.H.S. "Llandovery Castle"	" " " " "
KELLY W.	Fireman.	" " " " " " " "	"
KELLY W.J.	Laundrymn.	" "Glenart Castle"	" " " " "
KENNEDY P.	Fireman Trmr.	" " " " " " " "	"
KENNIE J.	Q.M.	" " " " " " " "	"
KENTCHEN W.	Trimmer.	" "Dover Castle"	" " " " "
KENTFIELD W.	Asst. Stwd.	" "Llandovery Castle"	" " " " "
KING J.	A.B.	" " " " " " " "	"
KINLOCH J.	Cptrs. Mate.	" " " " " " " "	"

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KINNAIRD S.	2nd Engr.	R.M.S. "Galway Castle"	Lost when ship was torpedoed
LACEY R.E.	Asst. Stwd.	H.M.H.S. "Llandovery Castle"	" " " " "
LAIN J.	" "	" "Salta"	" " " " mined
LAMB A.	4th Engr.	" "Gloucester Castle"	" " " " torpedoed
LAMB H.	Asst. Stwd.	" "Llandovery Castle"	" " " " "
LANE A.H.	Fireman.	" "Glenart Castle"	" " " " "
LANE B.	2nd Baker.	" "Llandovery Castle"	" " " " "
LANE R.M.N.	Private.	5th Hants Regt.	Died from Wounds Mesopotamia
LARBALESTER W.	Fireman.	H.M.H.S. "Glenart Castle"	Lost when ship was torpedoed
LEE L.	"	" "Llandovery Castle"	" " " " "
LEIGHTON W.	2nd Engr.	" " "	" " " " "
LEONARD J.	Fireman.	H.M.T. "Leasowe Castle"	" " " " "
LEVENE M.	Ward Attd.	H.M.H.S. "Salta"	" " " " mined
LIGHT E.E.	Writer.	" "	" " " " "
LOCKHART A.	Lamp Trimr.	" "Glenart Castle"	" " " " torpedoed
LODGE A.	Fireman.	" "Llandovery Castle"	" " " " "
LONG J.	Q.M.	" "Glenart Castle"	" " " " "
LONG J.G.	Deck Boy.	" "Llandovery Castle"	" " " " "
LOVE T.E.	Sub. Lieut.	R.N.D. Mediterranean E.F.	Killed in action, Dardanelles
LUCAS C.	Asst. Stwd.	H.M.H.S. "Salta"	Lost when ship was mined
MABEY C.E.	Ward Attdt.	" "Glenart Castle"	" " " " torpedoed
MACAULAY G.	A.B.	" " "	" " " " "
MACAULAY H.	" "	" " "	" " " " "
MACKENZIE G.	Private.	10th Royal Fusiliers	Killed
MACKENZIE J.	A.B.	H.M.H.S. "Llandovery Castle"	Lost when ship was torpedoed
MACKIE A.	Private.	6th Essex Regt.	Died at Cambridge Camp
MACKINNON C.A.	L/Corpl.	Queens Westminsters	Wounded & died after operation
MACKRELL H.G.	Private.	Coldstream Guards	Killed in action in France
MACLEAN W.	4th Engr.	S.S. "Comrie Castle"	Lost when ship was torpedoed
MALIN J.P.	Fireman.	" " "	" " " " "
MANLEY W.C.	Asst Cook.	H.M.H.S. "Llandovery Castle"	" " " " "
MANNING A.	Head Waiter.	" "Salta"	" " " " mined
MARECHAL A.L.	2nd "	" "Llandovery Castle"	" " " " torpedoed
MARTIN A.	" Asst Cook.	" "Salta"	" " " " mined
MARTIN F.H.	Private.	Royal Berks Regt.	Died of consumption
MATCHAM H.G.	Boots.	H.M.H.S. "Glenart Castle"	Lost when ship was torpedoed
MATHEWS W.	A.B.	" " "	" " " " "
MATTHEWS S.	Pantry Boy.	" "Llandovery Castle"	" " " " "
MATTISON S.H.	Private.	2nd Reserve Batt. S.A. Inf.	Killed in action in France
MATZER G.	Fireman.	S.S. "Alnwick Castle"	Lost when ship was torpedoed
MAY W.	Greaser.	R.M.S. "Galway Castle"	" " " " "
MAYES T.	A.B.	H.M.H.S. "Llandovery Castle"	" " " " "

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MAYNARD S.J.	Head Waiter.	H.M.H.S. "Llandovery Castle"	Lost when ship was torpedoed
McALLEN H.	2nd Asst. Cook.	" "Glenart Castle"	" " " " "
McALLEN S.	Asst. Stwd.	" "Llandovery Castle"	" " " " "
McALLISTER W.	Ships Cook.	" " "	" " " " "
McCANN W.	Greaser.	" " "	" " " " "
McCOMBE C.	Ward Attd.	" " "	" " " " "
McFARLANE H.	2nd Engr.	" "Glenart Castle"	" " " " "
McGREGOR A.P.	Ships Cook.	" " "	" " " " "
McINERNEY E.	Fireman	" "Llandovery Castle"	" " " " "
McINULTY J.	Asst. Stwd.	" "Salta"	" " " " mined
McIVER J.M.	Carpenter.	" "Llandovery Castle"	" " " " torpedoed
McMAHON J.	Trimmer.	" " "	" " " " "
McQUAY W.	Deck Boy.	" "Glenart Castle"	" " " " "
MEATS H.S.	Actg Lt. R.N.R.	" "Glengorm Castle"	Killed
MERISO E.	Chef.	S.S. "Alnwick Castle"	Lost when ship was torpedoed
MILLAGE J.	Chief Stwd.	R.M.S. "Galway Castle"	" " " " "
MILLER A.G.	Trimmer.	H.M.H.S. "Glenart Castle"	" " " " "
MILLS A.J.	Scullion.	" "Llandovery Castle"	" " " " "
MINTER A.R.	Steward.	H.M.S. "Black Prince"	Killed in action.
MOIR W.	Greaser.	H.M.H.S. "Llandovery Castle"	Lost when ship was torpedoed
MOLLETT F.N.	2nd Lieut.	R.A.F.	Killed
MOORE A.H.	2nd Baker.	H.M.H.S. "Glenart Castle"	Lost when ship was torpedoed
MOOREY H.	Baker.	" "Llandovery Castle"	" " " " "
MORGAN F.G.	Asst. Cook.	" " "	" " " " "
MORROW H.L.N.	Corpl.	A. Coy. 11th Hants Regt.	Died on active service
MULCAHY J.	Bsn. Mate	H.M.H.S. "Llandovery Castle"	Lost when ship was torpedoed
MUNDAY W.	Trimmer.	" "Dover Castle"	" " " " "
MURPHY G.	Asst Pantrymn	" "Llandovery Castle"	" " " " "
MURRAY P.K.	L/Corp.	London Scottish	Killed in action in France
MYERS L.	4th Engr.	H.M.T. "Alnwick Castle"	Died of Typhoid Fever at Alexandria
NASH G.	Cattleman.	S.S. " "	Lost when ship was torpedoed
NEW W.	O.S.	R.M.S. "Galway Castle"	" " " " "
NICHOLSON J.	Q.M.	H.M.H.S. "Llandovery Castle"	" " " " "
NICOLAS G.	Steward.	" "Salta"	" " " " mined
NIXON A.	1st Asst Cook.	" "	" " " " "
OBEE R.	A.B.	H.M.H.S. "Llandovery Castle"	" " " " torpedoed
OGDEN J.	Fireman.	" " "	" " " " "
O'HARA W.	"	H.M.T. "Leasowe Castle"	" " " " "
ORMAN A.	A.B.	R.M.S. "Galway Castle"	" " " " "
OSMAN G.	Greaser.	H.M.H.S. "Glenart Castle"	" " " " "
OVERTON C.	Engrs. Stwd.	S.S. "Alnwick Castle"	" " " " "
OWEN J.	A.B.	H.M.H.S. "Llandovery Castle"	" " " " "

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OWENS W.	A.B.	H.M.H.S. "Llandovery Castle" Lost when ship was torpedoed
PAGE W.	R.N.R.	H.M.S. "Vanguard" Killed in explosion on board
PAINES T.	A.B.	H.M.H.S. "Llandovery Castle" Lost when ship was torpedoed
PARRETT R.	Engrs. Stwd.	" "Glenart Castle" " " " " "
PARSONS W.H.	Ward Attd.	" "Llandovery Castle" " " " " "
PAY L. J.	1st Asst. Cook.	" " " " " " " "
PAYNE J.W.	Corpl.	C.Coy. 1/5th Batt. Hants Regt. Died in India
PEARCE A.C.	Ward Attd.	H.M.H.S. "Llandovery Castle" Lost when ship was torpedoed
PEARSON J.		Royal West Surrey Regt. Killed in action in France
PETLEY F.	Fireman.	H.M.H.S. "Glenart Castle" Lost when ship was torpedoed
PHILLIPS A.	Trimmer.	S.S. "Alnwick Castle" " " " " "
PHILLIPS J.J.	Asst Ldyman.	H.M.H.S. "Glenart Castle" " " " " "
PHILLIPS R.	Ships Cook.	S.S. "Alnwick Castle" " " " " "
POPE W.	Bo'sn.	H.M.H.S "Glenart Castle" " " " " "
POWELL E.	1st Asst. Cook.	" "Llandovery Castle" " " " " "
PRATT A.S.	2nd Lieut.	10th Scottish Rifles Killed in action.
PUNTER T.	Scullion.	H.M.H.S. "Glenart Castle" Lost when ship was torpedoed
PURCELL T.	Fireman.	" "Llandovery Castle" " " " " "
QUINTON J.G.	2nd Lieut.	Royal Flying Corps Died of Wounds in France
QUINTON L.L.	L/Corp.	10th Middx, attchd to 5th Buffs Died of Wounds in Mesopotamia
RANKINE J.H.	Deck Boy.	H.M.H.S. "Glenart Castle" Lost when ship was torpedoed
RATCLIFFE W.	Fireman.	" " " " " " " "
REIDY J.	Trimmer.	S.S. "Alnwick Castle" " " " " "
RICE F.	A.B.	H.M.H.S. "Glenart Castle" " " " " "
RICHARDSON J.	Storekeeper.	" "Llandovery Castle" " " " " "
RICKMAN C.	O.S.	" "Glenart Castle" " " " " "
RIDER A.W.	2nd Lieut.	M.G.C. 20th Coy. Killed in action in France
RILFORD C.	Greaser.	H.M.H.S. "Glenart Castle" Lost when ship was torpedoed
ROBINS A.W.	Private.	E.Coy. 2nd S.A. Infantry Killed in action in France
ROBINSON L.A.	Asst.P.M.	Lost in H.M.S. "Bulwark."
ROGERS A.	2nd Pantrymn.	H.M.H.S. "Salta" Lost when ship was mined
ROGERS A.D.	Private.	R.G.A. Killed in action
ROLSTON T.	Firemans Stwd.	H.M.H.S. "Llandovery Castle" Lost when ship was torpedoed
ROSS H.	Private.	1st Cape Corps Died on active service
ROSS W.	Fireman.	H.M.T. "Leasowe Castle" Lost when ship was torpedoed
ROWE J.	A.B.	H.M.H.S. "Glenart Castle" " " " " "
ROWLAND J.	Chf. Officer.	" "Llandovery Castle" " " " " "
ROWLEY J.	Asst. Stwd.	" "Glenart Castle" " " " " "
SCANLAN J.	Private.	2nd Essex Regt. Killed in action
SCHOLTZ J.M.	Lieut. R.N.R.	H.M.S. "Queen Mary" " " "
SCOTT F.	Asst. Stwd.	R.M.S. "Galway Castle" Lost when ship was torpedoed
SEABERT H.	" Baker.	H.M.H.S. "Salta" " " " " mined

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SHARP R.	Bo's'n.	H.M.H.S. "Llandovery Castle" Lost when ship was torpedoed
SHARROCK G.	Trimmer.	" " " " " " " "
SHEAD C.	Stewardess.	" " " " " " " "
SHEATH W.	Fireman Trimr.	" "Glenart Castle" " " " " "
SHERWOOD G.	Trimmer.	" "Llandovery Castle" " " " " "
SHORT G.	Fireman.	S.S. "Alnwick Castle" " " " " "
SHORT R.C.	Q.M.	H.M.H.S. "Llandovery Castle" " " " " "
SINCLAIR V.	Ward Stewd.	" "Glenart Castle" " " " " "
SINDEN T.	" Attd.	" "Llandovery Castle" " " " " "
SIZELAND H.	Seaman.	" "Glenart Castle" " " " " "
SLATER H.	Bakers Boy.	" "Llandovery Castle" " " " " "
SMITH A.	Fireman.	" " " " " " " "
SMITH Miss A.	Stewardess.	R.M.S. "Galway Castle" " " " " "
SMITH A.E.	Asst. Baker.	H.M.H.S. "Glenart Castle" " " " " "
SMITH G.H.	1st. Pantrymn.	" "Llandovery Castle" " " " " "
SMITH J.	2nd Stwd.	" "Glenart Castle" " " " " "
SMITHSON T.	Engrs. Stwd.	R.M.S. "Galway Castle" " " " " "
SNEDDON J.	Asst. Stores.	H.M.H.S. "Llandovery Castle" " " " " "
SOUTHWELL F.	Writer.	Lost in H.M.A.C. "Bayano"
SPINDLER R.	Fireman.	S.S. "Aros Castle" Lost when ship was torpedoed
SPRAY P.	3rd Officer.	R.M.S. "Galway Castle" " " " " "
STARMER E.	Asst Bths Stwd.	H.M.H.S. "Llandovery Castle" " " " " "
START R.	A.B.	" " " " " " " "
STENBAUM C.O.	Greaser.	S.S. "Alnwick Castle" " " " " "
STEPHENSON G.	A.B.	H.M.H.S. "Glenart Castle" " " " " "
STIMSON E.	Asst. Stwd.	" " " " " " " "
STRACHAN H.W.	Baths Stwd.	" "Llandovery Castle" " " " " "
STRIDE H.	1st Asst. Cook.	" "Salta" " " " " mined
STUBBS B.C.	Private.	Queen Victoria's Rifles Died of Wounds in France
SUMNER H.	6th Engr.	H.M.H.S. "Llandovery Castle" Lost when ship was torpedoed
SUMNERS H.	Engrs. Stwd.	" " " " " " " "
SUTTON W.G.	Chf. Engr.	" " " " " " " "
SWEET H.	Asst Troop Cook.	R.M.S. "Galway Castle" " " " " "
SWEET T.	Trimmer.	H.M.H.S. "Llandovery Castle" " " " " "
TARR J.R.	Private.	22nd Royal Fusiliers Missing & presumed killed
TAYLOR C.	Fireman.	H.M.H.S. "Llandovery Castle" Lost when ship was torpedoed
TAYLOR E.	Ward Attd.	" "Salta" " " " " mined
TAYLOR H.G.	Trimmer.	" "Dover Castle" " " " " torpedoed
TAYLOR M.C.	5th Engr.	" "Llandovery Castle" " " " " "
TAYLOR P.	Ward Attd.	" "Glenart Castle" " " " " "
TEMBE J.	Sergt.	1st Cape Corps Killed in action, E. Africa
THOMAS C.	Trimmer.	H.M.H.S "Llandovery Castle" Lost when ship was torpedoed

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THOMAS G.	Trimmer.	H.M.H.S. "Llandovery Castle" Lost when ship was torpedoed
THOMAS K.	A.B.	" " " " " " " "
THOMAS W.	Bo's'n Mate.	R.M.S. "Galway Castle" " " " " "
THOMPSON W.	1st Engr.	H.M.H.S. "Glenart Castle" " " " " "
TIDY T	Fireman.	S.S. "Comrie Castle" " " " " "
TILLING W.R.	3rd Officer.	H.M.T. "Kenilworth Castle" Died on active service
TILLYARD E.	Capt. Stwd.	H.M.H.S. "Salta" Lost when ship was mined
TIMSON J.	Asst. Butcher.	" " " " " " " "
TIREL G.	O.S.	R.M.S. "Galway Castle" " " " " torpedoed
TOMS F.	Trimmer.	H.M.H.S. "Glenart Castle" " " " " "
TOPP Mrs. S.	Stewardess	R.M.S. "Galway Castle" " " " " "
TRAVIS R.	Trimmer.	H.M.H.S. "Llandovery Castle" " " " " "
TRIBE H.W.	Fireman.	S.S. "Alnwick Castle" " " " " "
TRIM L.J.	Rifleman.	2/5 City of London Regt. Killed in action in France
TUNKS-CLARKE V.	Asst. Stwd.	H.M.H.S. "Llandovery Castle" Lost when ship was torpedoed
TURNER B.H.	3rd Mate.	" " " " " " " "
TURNER W.	Asst Stwd.	" "Salta" " " " " mined
USHER A.C.	Cadet.	S.S. "Alnwick Castle" " " " " torpedoed
VANCE W.F.	Asst. Stores.	H.M.H.S. "Llandovery Castle" " " " " "
VINCENT W.	Offrs. Stwd.	" " " " " " " "
WALKER J.M.	Engr.	S.S. "Comrie Castle" " " " " "
WALBRIDGE F.	Fireman.	R.M.S. "Kenilworth Castle" Killed in accident to ship
WALKER T.J.	Trimmer.	H.M.H.S. "Llandovery Castle" Lost when ship was torpedoed
WARRENS E.K.	L/Corpl.	16th Middlesex Regt Died from Wounds
WASSERMAN D.	Private.	2nd S.A. Infantry Killed in action in France
WATKINS J.	Laundryman.	H.M.H.S. "Llandovery Castle" Lost when ship was torpedoed
WATLEY J.	Asst. Stwd.	S.S. "Alnwick Castle" " " " " "
WATSON W.	B. Mate.	H.M.H.S. "Llandovery Castle" " " " " "
WAY A.	Ward Attd.	" " " " " " " "
WEEDON T.	Asst. Stwd.	" " " " " " " "
WELLER A.	" "	" " " " " " " "
WENDES C.	Trimmer.	" "Glenart Castle" " " " " "
WESTHOPEN P.C.	Lieut.	R.A.F. Killed in action
WEY D.	5th Engr.	H.M.H.S. "Glenart Castle" Lost when ship was torpedoed
WHITE E.	Asst. Cook.	" "Llandovery Castle" " " " " "
WHITE E.	Ward Attd.	" "Salta" " " " " mined
WHITE H.W.	Greaser.	" "Gloucester Castle" " " " " torpedoed
WHITE J.	Fireman.	" "Glenart Castle" " " " " "
WHITE P.	Barman.	" "Salta" " " " " mined
WHITTAKER C.	Bo's'n.	S.S. "Alnwick Castle" " " " " torpedoed
WHITTY P.J.	2nd Stwd.	H.M.H.S. "Llandovery Castle" " " " " "
WILKINS H.	Donkeyman.	" "Glenart Castle" " " " " "

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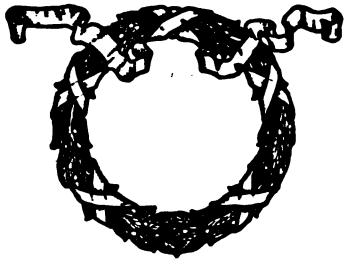
ROLL OF HONOUR

WILLIAMS W.	Greaser.	H.M.H.S. "Gloucester Castle"	Lost when ship was torpedoed
WILLIS H.E.	Private.	2nd Batt. Hants Regt.	Died of Wounds
WILSON D.	Rifleman.	London Rifle Brigade	Killed in action in France
WISHART H.	A.B.	H.M.H.S. "Glenart Castle"	Lost when ship was torpedoed
WOOD G.S.	Lieut. R.N.R.	H.M.S. "Montague"	Killed at sea
WOOD H.	A.B.	H.M.H.S. "Glenart Castle"	Lost when ship was torpedoed
WOOLETT R.	2nd Officer.	" " " " " " "	"
WRIGHT F.	Ward Attd.	" "Salta" " " "	" mined
WYATT J.	" "	" "Llandovery Castle" " " "	" torpedoed
WRIGHT J.	Fireman.	R.M.S. "Kenilworth Castle"	Killed in accident on board
WYATT W.	Fm. Stwd.	H.M.H.S. "Glenart Castle"	Lost when ship was torpedoed
YEELES F.	Fireman.	" "Llandovery Castle" " " "	" "
YOUNG A.	Trimmer.	R.M.S. "Galway Castle"	" " " " "
YOUNGS A.	Linen Stwd.	H.M.H.S. "Salta"	" " " " mined
YOUNG E.	Fireman.	" "Glenart Castle" " " "	" torpedoed
YOUNG J.	"	" " " " " " "	" "
ZAHRA E.	Asst. Stwd.	" "Llandovery Castle" " " "	" "
ZUCCHI C.	2nd Cook.	" "Salta" " " "	" mined

REQUIESCAT IN PACE



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HONOURS AND AWARDS

A. HUNT ESQ.	C.B.E.
D.S. PARGITER ESQ.	C.B.E.
CAPT. R.T.W. BIRD.	O.B.E.
LIEUT. W.S. COLBOURNE. R.N.R.	O.B.E.
P.J. FRANCIS ESQ.	O.B.E.
CAPT. E.W. GANDY. R.N.V.R.	O.B.E.
C.W. SHUTE ESQ.	O.B.E.
COMMANDER H.P. BASDEN-SMITH.	D.S.O. & C, R.D.
LIEUT. W.P. EVANS. R.N.R.	D.S.O.
ACTING CAPT. T.A. JONES. R.N.R.	D.S.O.
LIEUT. F.F. BRAYFIELD.	D.S.C.
CAPT. E.J. HOLL.	D.S.C.
LIEUT. J.S. JAMES. R.N.R.	D.S.C.
LIEUT. H. LINCOLN. R.N.R.	D.S.C.
A.G. LISTON.	D.S.C.
LT. COMMANDER E.A. SINGEISON. R.N.R.	D.S.C.
LIEUT. H.L. VICARY. R.N.R.	D.S.C.
LIEUT. E.E. WOODCOCK. R.N.R.	D.S.C.
FLIGHT LT. T.B. WILLIAMS.	Air Force Cross.
LIEUT. A.O. COLVIN.	M.C.
LIEUT. A. LONDON.	M.C.
LIEUT. C.F. OLLEY.	M.C.
LIEUT. T.B. MC WALTER.	M.C.
L/CORPL. E. BEWSEY.	M.M.
B.Q.M. SERGT. C. MANLY.	M.M.
CORPL. H.L. MORROW.	M.M.
2/LIEUT. R.P. O'HARA.	M.M.
SERGT. F. EASTWAY.	D.C.M.
LIEUT. F.R. STEGGALL.	D.C.M.
SERGT. L. TAYLOR.	M.S.M.
SERGT. F. MORRIS.	M.S.M.
LIEUT. A.V. DUFTON	Croix de Guerre.
DRIVER E.M TREWARTHA.	Croix de Guerre.

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HONOURS AND AWARDS

LIEUT. C.E.H. AYLEN. R.N.R. R.D.
LT. COMMANDER P. DURKIN. R.N.R. R.D.
ACTING LT COMMANDER T.W. HEANLEY. R.N.R. R.D.
LT. COMMANDER H.E. JACKSON. R.N.R. R.D.
LT. COMMANDER J. McMAHON. R.N.R. R.D.
ACTING COMMANDER A.O. MORGAN. R.N.R. R.D.
LIEUT. F.A. SMYTH. R.N.R. R.D.
COMMANDER C.E. STUART. R.N.R. R.D.
LT. COMMANDER W. WILLIAMS. R.N.R. R.D.

MENTIONED IN GAZETTE.

CAPT. EDWARD J. HOLL. D.S.C.
CHIEF OFFICER BASIL RAY.
2ND. OFFICER WALTER DOUGLAS ROACH.
3RD. ENGINEER WILLIAM JOHN TAWSE.
CAPT. EDWARD WEATHERSTONE DAY. H.M.H.S. "Glenart Castle"
CAPT. JOHN BARRY WHITTON. " "Goorka"
CAPT. JOHN VYVYAN WATSON-BLACK. " "Galeka"
CHIEF OFFICER JAMES DISRAELI KERRIDGE. " "Glenart Castle"
CHIEF OFFICER SIDNEY GODOLPHIN SYMONS. " "Goorka"
1ST. OFFICER HUGH WILLIAM DOUGLAS WILSON. "Galeka"
3RD. " MATHEW HENRY WILLIAMS.
2ND. STEWARD HENRY WELSH.

LIEUT. COMMANDER B. BURT. R.N.R.
Mentioned in dispatches for good service.

E.P. 1920.

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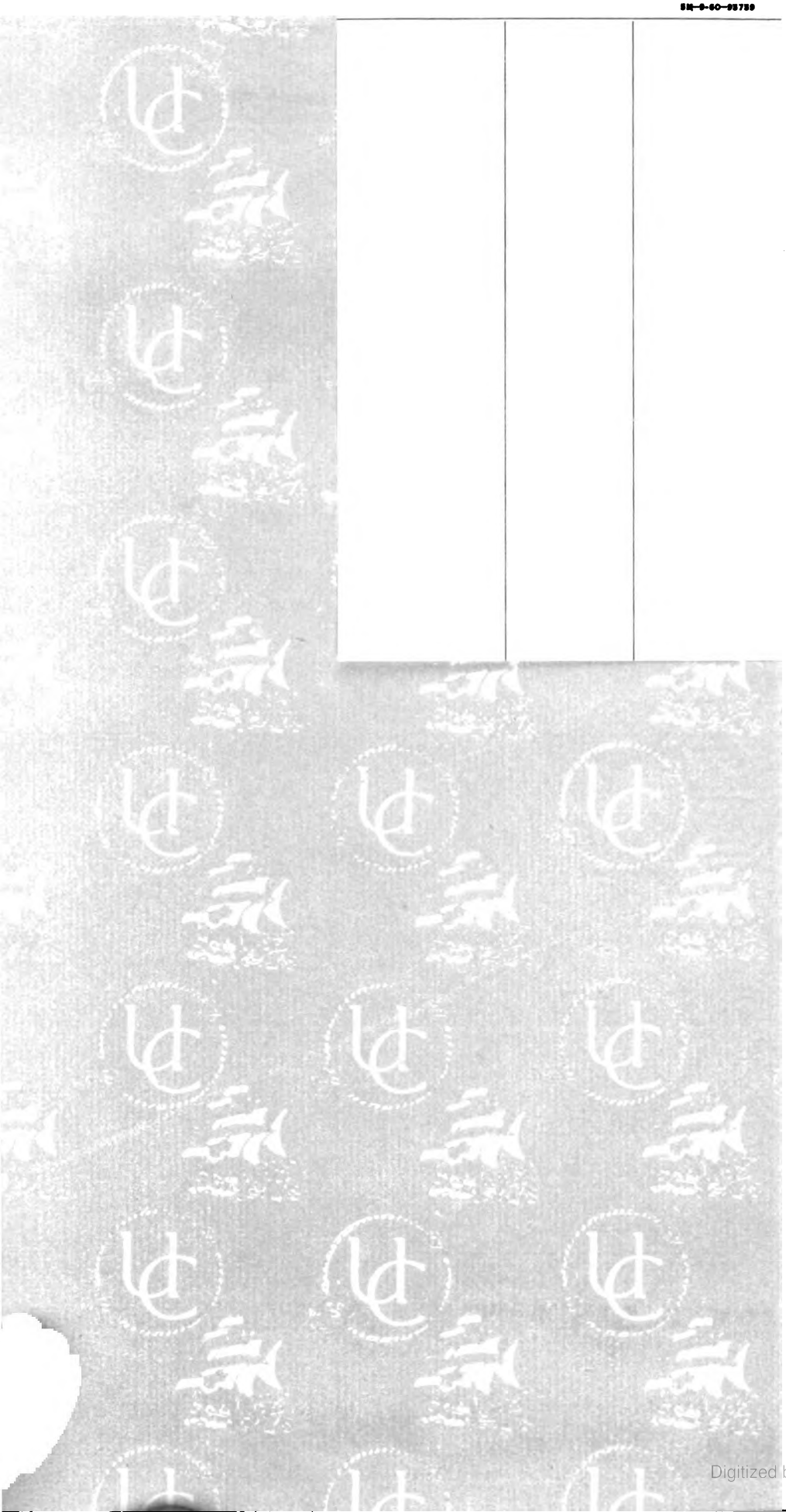

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